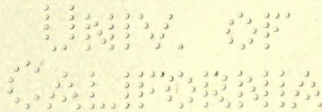


HISTORY OF THE MARINE SOCIETY

OF
NEWBURYPORT, MASSACHUSETTS,

FROM ITS INCORPORATION IN 1772
TO THE YEAR 1906: TOGETHER WITH
A COMPLETE ROSTER AND A NAR-
RATIVE OF IMPORTANT EVENTS
IN THE LIVES OF ITS MEMBERS.



COMPILED BY
CAPTAIN WILLIAM H. BAYLEY
AND
CAPTAIN OLIVER O. JONES.

1906.



PRESS OF THE DAILY NEWS

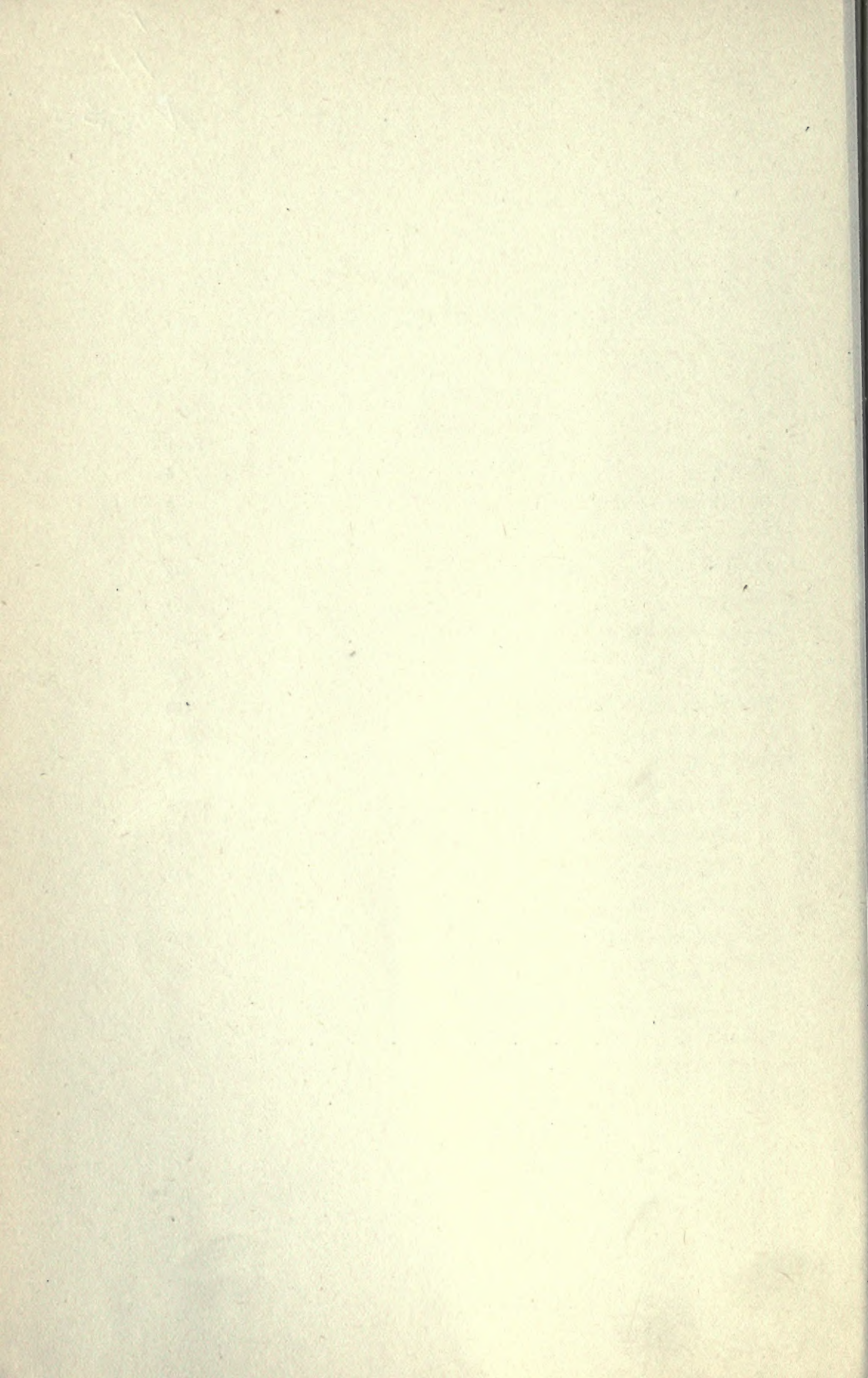


TO THE
LIBRARY OF THE
CONGRESS

F
74
N55B3

TABLE OF CONTENTS.

	Page
Preface	3
Records and History	5
By-Laws	305
Incidents in Lives of Members	313
Museum	469
Marine Fire Society	482
Custom Receipts	488
Miscellany—Wreck of Pocahontas	490
French War	491
Pilotage	492
To the Gold Fields	492
Mill Prison	493
The Ship Merrimac	493
Privateering	495
Sea Fencibles	496
Confederate Privateers	497
Privateers Commanded by Members of Marine Society	498
Index	499



LIST OF ILLUSTRATIONS.

Ilsley House (frontispiece)	facing page	3
Signatures of Charter Members	before page	5
View of Reception Room, looking north,	facing page	49
View of Reception Room, looking south,	" "	64
View of Museum	" "	129
View of Museum	" "	161
House built by Abraham Wheelwright	" "	210
Captain William H. Bayley	" "	240
Captain Joseph A. Janvrin	" "	242
Captain Stephen P. Bray, Jr.,	" "	271
Captain Richard Newell	" "	273
Captain Charles W. Brown	" "	285
Ship Mary L. Cushing	" "	310
Captain Moses Brown	" "	325
Captain Abraham Wheelwright	" "	342
Captain Offin Boardman	" "	355
Ship Geneva	" "	388
Three oldest members	" "	394
Captain Charles E. Coker	" "	411
Brig John C. Noyes	" "	412
Captain John N. Pritchard	" "	427
Captain Joseph D. Small	" "	431
Captain Isaac N. Colby	" "	432
Captain George P. Spaulding	" "	441
Captain George L. Bray	" "	448
Captain Fred A. Kezar	" "	450
Captain Charles H. Colby	" "	454
Captain Oliver O. Jones	" "	457
Captain John F. Pike	" "	463
Captain John T. Howard	" "	467

ERRATA.

In any book of chronicles, errors, both real and seeming, will appear, but the compilers have resisted the temptation to over-edit these records, lest the grain markings of the original material be obscured by a coating of literary varnish. This is the story of the deeds of men who did, told by themselves or their contemporaries, replete with individual peculiarities and sometimes literary imperfections (sans orthography, sans syntax and prosody), but having the piquancy, relish, and charm of the personal narrative. They were men whose horizon expanded around the world, and their influence is manifest today in the spirit of liberality of creed, custom, and opinion, commonly known of Newburyport.

However, it should read :

- Page 11, line 24,— James Nicoll instead of Nichols.
“ 22, “ 13,— Capt. Choate requests *by* Capt. Newhall.
“ 95, “ 22,— respectively instead of respectfully.
“ 294, “ 29,— Nov. 28, 1889.
“ 404, “ 9,— Richmond. Line 33,— Negesack.
“ 407, “ 9,— clewed up the light sails.
“ 413, “ 19,— Admiral Dupont.
“ 429, “ 20,— starboard tacks aboard.
“ 440, “ 10,— barque Wade. Lines 24, 26,— brig Eschol.
“ 445, “ 9,— April 15, 1883.
“ 468, “ 17,— Callao, Peru.
“ 473, “ 15,— George Fitz's house.

And the astonishing adventures of Captain Eleazer Johnson [at that time aged 3 years], related on page 360, can more truthfully be told of Eleazer Johnson the elder, on page 323.

1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19
20	20
21	21
22	22
23	23
24	24
25	25
26	26
27	27
28	28
29	29
30	30
31	31
32	32
33	33
34	34
35	35
36	36
37	37
38	38
39	39
40	40
41	41
42	42
43	43
44	44
45	45
46	46
47	47
48	48
49	49
50	50
51	51
52	52
53	53
54	54
55	55
56	56
57	57
58	58
59	59
60	60
61	61
62	62
63	63
64	64
65	65
66	66
67	67
68	68
69	69
70	70
71	71
72	72
73	73
74	74
75	75
76	76
77	77
78	78
79	79
80	80
81	81
82	82
83	83
84	84
85	85
86	86
87	87
88	88
89	89
90	90
91	91
92	92
93	93
94	94
95	95
96	96
97	97
98	98
99	99
100	100



ILESLEY HOUSE BUILT BY STEPHEN SWETT AS EARLY AS 1670.

IN THIS HOUSE THE MARINE SOCIETY HELD ITS FIRST MEETING NOVEMBER 5, 1772.

Reproduced from "Old Newbury."

PREFACE.

In writing a history of the Marine Society of Newburyport, it seems proper, that we first consider the motive and purpose, which ultimately led to the founding of a society which has been of so much benefit to our city, more especially in its earlier day, for we find enrolled upon its records, the names of men, who after their retirement from the sea, became prominent in the affairs of their town and in offices of the United States.

We learn from their by laws, that the first object of the society was to aid members who might fall into distress at sea, or meet with the misfortune of sickness, old age, shipwreck, or disaster, causing hardship to their families.

The Marine Society was founded in 1772.

The idea of the association was borrowed from a similar society in Boston, chartered by Gov. Shirley, in 1754, and another in Salem, both for the same general purposes. In Nov. 1772, the following persons viz, Capts. Thomas Jones, William Wyer, Benjamin Rogers, Samuel Newhall, Michael Hodge and Edward Wigglesworth, instituted the society in Newburyport, each person contributing a guinea to inaugurate a charitable fund for unfortunate members, and inviting others to join on the same conditions.

The principal aims of the society, which is composed entirely of past or present ship masters, are two; to improve the knowledge of the coast, by the several members, upon their arrival from sea, communicating their observations, inwards and outwards, of the variation of the needle, soundings, courses, distances, and other remarkable things in writing, to be lodged with the society, for the greater security of navigation, and to raise a common fund for the relief of the members and their families in poverty, or other adverse circumstances.

The first meeting of this society was held at an Inn, situated on High street, opposite the head of Marlborough street, now called the Ilsley house. It was there agreed to form a society, to be called the Marine Society in Newburyport, New England, and to open a subscription paper, and request any respectable persons, who were, or had been masters of vessels, to join with them.

They again met on November 13th, when thirteen names had been added to their roll.

Many of the earlier members of this society were attracted to Newburyport by the large number of vessels doing business in the West Indies, and other ports. We have been able, by the assistance of history, and the descendants of our former shipmasters, to ascertain a few facts connected with them, which may prove of some interest.

It is to be regretted that no record has ever been written or preserved of the many thrilling incidents which our early members experienced, passing through the war of the Revolution, in which many of them were engaged, both on the land and on the sea, in command of privateers, and destroying many of the enemy's vessels, often being taken prisoners, and confined in the old Mill Prison and in Bermuda, suffering great hardships, upon their return home, with the characteristic of seafaring men, ready to again start upon another cruise, to again experience capture and imprisonment. In the war of 1812, many of our number commanded privateers, and letters of marque, and in some cases, were very successful, accumulating large fortunes, which many of their descendants are enjoying at this present time.

A few incidents connected with the early members of our society have been gleaned from histories, early newspapers, and through the kindness of relatives, who have always been willing to assist us. No doubt many more interesting pages could be written, could the relatives be known.

CAPT. W. H. BAYLEY.

CAPT. OLIVER O. JONES.

1871
1872
1873
1874
1875
1876
1877
1878
1879
1880
1881
1882
1883
1884
1885
1886
1887
1888
1889
1890
1891
1892
1893
1894
1895
1896
1897
1898
1899
1900

Marine Society -

We the Subscribers do Engage Ourselves each one
to the Other, to Observe and maintain the Follow-
ing Laws of the Marine Society

James Hudson	Nov. 13	1772	Jam. Knott	Feb. 4	1773
Thomas Jones	ditto		William Pope	ditto	
^{on Parsons} Jones	ditto		William Stickney	Mar. 4	
Henry Friend	ditto		Walter Woodell	June 3	
David Coats	ditto			ditto	
Joseph Rogers	ditto		John Bunten	Oct. 7	
William Coombs	ditto		James Johnston	Nov. 3	
Joseph Crow	ditto		Robert Jenkins	March 2	
John & Thomas	ditto		John Roberts	Nov. 3	
William Friend	ditto		Moses Brown	Nov. 13	
John Rogers	ditto		Joshua Hills	Jan. 10	1774
Jam. Newhall	ditto		William Nichols	May 2	
William Myer	ditto		And. J. Deinge	July 2	1774
Mich. Hodge	ditto		Joseph Stanwood	July 6	1774
Edu. Wigglesworth	ditto				

ORIGINAL, SIGNATURES OF CHARTER MEMBERS, MARINE SOCIETY
OF NEWBURYPORT.

Joseph Newman	ditto	John Hutchins	Sept 3 1777
Wm. Spencer Johnson	- ditto	Andrew Johnson	Nov 3 1777
Anthony Sprague	ditto	Amos Thompson	July 3 1777
Charles Johnson junr	- ditto	James Peterson	Nov 26 1778
Freemantle Thompson Jr	ditto	Isaac Green Pearson	Nov 26 1778
Joseph Choate	Nov 20	Samuel Muckall	Nov 26 1778
		Knock Pike	Nov 30 1778
	ditto	John Gale	Nov 30 1778
Mezer Hale	- ditto	William Stiles	Nov 30 1778
		Benjamin Parker	Nov 30 1778

Subscribers to the Marine Society

John Coombs
 Nov 30 1780 || * Abraham Tappan | Nov 30 1780 |
Wm. Armstrong	Nov 29 1781
George Knappe	Nov 29 1781
Benj. Carr	Nov 29 1781
Philip Aubin	Nov 29 1781
Thos. Tracy	
Wm. M. Russell	
Wyatt P. Barber	
Peter LeBreton	

ORIGINAL SIGNATURES OF CHARTER MEMBERS. MARINE SOCIETY
OF NEWBURYPORT.



74
55B3

LIBRARY OF
CALIFORNIA

RECORDS AND HISTORY
OF
THE MARINE SOCIETY
OF
NEWBURYPORT. MASS.

On Thursday, the fifth day of November, 1772, the following ship masters met at the house of Capt. Benjamin Rogers, near the head of Marlborough street, for the purpose of forming an association whereby they might gain knowledge of the various ports and unknown seas, winds, currents, courses and distances upon which their duties called them. Also to provide a fund for the widows and children of those members who might, in the opinion of the society, be found needy, also to assist their own members, who might by adverse circumstances be brought to distress and suffering.

The gentlemen who composed that little party (only six of them) could not for a moment have realized the important and honorable position which the society they were about to organize would occupy in future ages, and the great good it would accomplish.

The names of the little party were Capt. Thomas Jones, Capt. William Wyer, Capt. Benjamin Rogers, Capt. Samuel Newhall, Capt. Michael Hodge, Capt. Edward Wigglesworth, Capt. William Friend, the latter absent by sickness.

After being called to order they agreed to form themselves into a society by the name of the MARINE SOCIETY OF NEWBURYPORT, NEW ENGLAND, and agreed to deposit in the hands of Capt. Michael Hodge, as temporary treasurer, the sum of one guinea, of the value of twenty-eight shillings, each person, for the establishment of a fund for charitable purposes to

the unfortunate of the society, which was immediately effected, some one paying for Capt. William Friend, who was detained at home by sickness.

It was then agreed to open a subscription paper and to offer it to all respectable persons who were or had been masters of vessels upon the same conditions of paying in one guinea for the purpose of increasing the funds and agreeing to form themselves into a society to be called as aforesaid, also agreeing to observe and comply with all rules and regulations which might become necessary to adopt for the well ordering and regulating of the society.

After choosing a committee to prepare a code of laws for their government, they adjourned for one week.

Nov. 13, 1772, the society again met in accordance with adjournment and we may be assured that the committees appointed at the last meeting had faithfully attended to the duties assigned them when the following new names were added to their roll and a code of rules and laws were accepted and adopted. New members, viz: Capt. James Hudson, Capt. Jonathan Parsons, Jr., Capt. Henry Friend, Capt. David Coats, Capt. Joseph Noyes, Capt. William Coombs, Capt. Joseph Rowe, Capt. Thomas Thomas, Capt. Joseph Newman, Capt. William Peirce Johnson, Capt. Anthony Knap, Capt. Eleaser Johnson, Jr., and Capt. Jeremiah Pearson, Jr.

The committee on preparing rules submitted the following, which were signed by all present:

**STANDING LAWS OF THE MARINE SOCIETY OF NEWBURY-
PORT, COMMENCING THE THIRTEENTH DAY OF
NOVEMBER, 1772.**

Firstly: The members of this society shall consist only of such persons as now are or have been commanders of vessels, unless upon extraordinary occasions.

Secondly: That the members of this society or so many of them as shall be at home and not hindered by sickness, shall meet the first Thursday of every month throughout the year at such house in Newburyport as the society shall agree on, at six o'clock in the afternoon, from the twenty-first day of September until the twenty-first day of March, and at seven the rest of the year.

- Thirdly: That the Master of the society shall be Moderator of the meetings, in his absence the Deputy Master, the Treasurer in the absence of both, and the eldest member present in the absence of all of them.
- Fourthly: That each member shall pay into the box for the use of the society at the time of his entry, twenty-eight shillings lawful money, and eight pence monthly during such time as he shall belong to said society, which payments shall not be expended at any time by the society but remain a stock in the box for the intent and purposes hereinafter mentioned.
- Fifthly: That no member shall be entitled to any relief out of the box until he has belonged to the society for the space of six months and paid lawful dues monthly as aforesaid.
- Sixthly: That every member who shall become a proper object to be relieved out of the box, shall apply himself to the society at their monthly meeting in writing and set forth the nature of his case, and the society shall have time until the next meeting to consider of it, and then if the society are agreed that he ought to be relieved out of the box, he shall be immediately paid so much as the society shall vote him, but in case any three of the members present will declare him a proper object of charity, the society shall immediately proceed to, and consider his case and act as they shall think fit.
- Seventhly: That such member or members as shall go a voyage to sea and return successful, shall pay eight pence lawful money into the box for the use of the society, for each and every month that he hath been absent, but in case any member of this society shall happen to be taken by the enemy, cast away, or by any other misfortune impoverished and reduced, then such member or members shall on his or their arrival or return, making application to the society, be excused from paying the said eight pence monthly for the time he has been absent, and be relieved according to the nature of his misfortune and the ability of the box.
- Eighthly: That in case any member of this society being a married man, shall be totally lost or die on shore, then the society shall relieve the widow, child or children of such member if the society think them proper objects according as the box can afford.

- Ninthly: If any member of this society meet with any misfortune so as to be reduced on shore by old age or sickness, or any other misfortune, he shall be entitled to such annual relief as the society shall think fit, after having been a member seven years and paying his dues to the society.
- Tenthly: That no monies belonging to the society shall be let at interest but on bond and collateral security of land under a good title and without any incumbrance on it at cash of double of the value of the sum set and lying in this Province in or as near the town of Newburyport as may be.
- Eleventhly: That no member of this society at their monthly meetings play or promote the playing of cards, dice or any other gaming whatever.
- Twelfthly: That the members of this society shall and will avoid all quarrels, needless contentions and debates that may tend to create animosity or disturb the good order, peace, friendship and love that each member should or ought to bear to the other, and in case any one or more of the society shall happen to quarrel or be in a quarrel, there shall be three at least, or more of the society to consider of the same, and lay such fines on him or them that they think guilty, as not to exceed twenty shillings lawul money, no less than two.
- Thirteenthly: If any member of this society shall commit any notorious crime or be a common drunkard, a quarrelsome person disturbing the peace and good order of the society, or be guilty of any other vice, he shall be discharged from the society by a vote of the major part of the members present at the annual meeting, and shall be excluded the benefit of the box unless he be reclaimed, and in such he may be admitted into the society again.
- Fourteenthly: That if any member of this society be guilty of profane swearing or cursing, shall pay to the box two shillings lawful, and for non-attendance of the monthly meetings, he shall pay to the box one shilling and four pence lawful.
- Fifteenthly: That each and every member of this society (in case of the decease of any member or members thereof at Newburyport) shall on timely notice given to each of them from the clerk by a porter to be employed by said clerk for that purpose, attend the funeral of such deceased member or members, and that each and every member neglecting to attend shall foreit and pay at the succeeding nights meeting

one shilling and four pence lawful for the use of the box and the charge of such porter shall be paid by the society.

Sixteenthly: It is recommended to every member of this society to be careful in his observations, inwards and outwards of variation of the needle, the soundings, courses and distances and of all remarkable things about this coast and communicate in writing to this society from time to time, such things as he shall deem serviceable to the community to be examined and digested by a committee appointed by the society for that purpose and lodged with the clerk of the society in order to be recorded in the records of said society.

Seventeenthly: That the clerk of the society shall from time to time keep a fair and just account of all monies paid into the box and delivered out, and to whom and when, and shall read over their laws distinctly to every new member or members that shall be admitted into the society, at their admission or first appearance in it, and as often at other times as the society shall think proper.

Then they proceeded to the election of officers, adopting the titles as used by the Marine Society of Salem, which was formed a few years previous and with whom the committee had corresponded.

Capt. Jonathan Parsons, Jr.	was elected	Master
Capt. Henry Friend,	" "	Deputy Master.
Capt. William Coombs,	" "	Treasurer.
Capt. Samuel Newhall,	" "	Clerk.

Voted, that all expenses accruing at meetings, either monthly yearly or extra, to be paid out of each private pocket and that no such expenses shall be drawn from the box.

Voted that the society shall meet at the time mentioned in the laws and that the society shall break up at nine o'clock in the winter season, that is from the 21st day of September to the 21st day of March and at ten o'clock the rest of the year.

Voted, that all members admitted into this society after this evening shall be by yeas and nays and that the vote shall be unanimous, and that each and every member admitted shall pay for the use of the society three shillings lawful money over and above the twenty eight shillings mentioned in the laws.

Voted, that the clerk return the thanks of this society to Capt.

Bartholomew Putnam and the Marine Society at Salem in the name of the Marine Society of Newburyport.

A committee was appointed to procure a convenient place for the society to meet in, monthly, consisting of Capt. Jonathan Parsons, Capt. William Coombs, Capt. Thomas Jones, Capt. Thomas Thomas and Capt. David Coats.

Capt. Henry Friend, Capt. Joseph Noyes, Capt. Thomas Thomas, Capt. Benjamin Rogers and Capt. Samuel Newhall were appointed a committee to assist the treasurer in letting the money at interest.

Copy of letter sent to Marine Society of Salem:

Newburyport, Nov. 13, 1772.

Capt. Bartholomew Putnam,

Sir:—The Marine Society of Newburyport being assembled together, voted to return you thanks for your kindness in procuring a copy of the Marine Laws at Salem and for the Bye Laws in your last letter, and have Sir, the honor in the name of this society to thank you for your kindness and likewise the society at Salem, for granting a copy of their laws as it has been a benefit to a young society, which I hope in a short time may gather a considerable fund which already has amounted to twenty-seven pounds lawful. Anything can serve yours or any other society for the benefit of mankind, shall be always at command.

For the Marine Society at Newburyport,

SAMUEL NEWHALL, Clerk.

Nov. 20, 1772. Capt Joseph Choate, Capt. John Barnard, Capt. Moses Hale. were admitted as members and their money received and paid to the treasurer.

Voted, that Capt. James Hudson be master of this society, Capt. Jonathan Parsons having resigned.

Voted, that the next meeting of the society be on Wednesday, the second day of December next, on account of the public Thanksgiving in this Province, being on the third day of December.

The following duties were given to the acting clerk:

Sir:—You are desired to record in this book at each meeting, all members' names, present or absent and those at home to be charged with their fine if not present at the calling of the list.

You are desired to record in this book all votes of the society and every other matter of consequence, so as may be transferred into the society's book of record.

You are to receive the monthly dues, fines and arrears of such members as are present at the meeting and deliver the money to the treasurer, or him that is appointed in his absence.

You are to call upon all members going to sea, for their dues to the society, if their departure is likely to be before another meeting.

Dec. 2, 1772, voted, the charge of printing the laws of the society shall be paid by the treasurer and to be repaid by the society out of their private pockets at the next yearly meeting, or at any other meeting as shall be convenient.

Voted, that the society shall meet at Capt. William Davenport's or any other public house as shall be thought convenient by the society, until the twenty-first day of March, next.

Voted, that Captains James Hudson, Jonathan Parsons, Joseph Choate, William Coombs and Thomas Thomas, be a committee to procure a petition and have it presented to the General Court of the Massachusetts Bay, for a charter for this Marine Society of Newburyport, to be forwarded as soon as possible.

Jan. 7, 1773, the following officers were elected:

Capt. James Hudson, Master for the year 1773.

Capt. Henry Friend, Deputy Master.

Capt. William Coombs, Treasurer.

Capt. Samuel Newhall, Clerk.

Capt. William Noyes and Capt. James Nichols were admitted as members and their money received and paid to the treasurer.

Voted, that Capt. Jonathan Parsons, Jr., Capt. William Coombs, Capt. Thomas Jones, Capt. James Nicoll and Capt. William Wyer, be a committee to draw up Bye Laws for this society.

Feb. 4, 1773, Capt. William Stickney was accepted as a member.

Voted that the Bye Laws presented by the committee chosen to draw up the same, be accepted and recorded.

The committee appointed Nov. 13, 1772, to assist the treasurer in letting out the monies of the society, reported that they have let to Capt. William Coombs, thirty-seven pounds, and have taken the security our laws direct, which security is lodged in the hands of the clerk.

By Laws accepted April 1, 1773:

BY-LAWS OF THE MARINE SOCIETY.

First. That the Master and other officers be annually chosen.

Second. That at the time prefixed for the meeting the Master takes his seat at the head of the table with the deputy master on his right hand and the clerk on his left and immediately proceed to business, but in case of the absence of any officers, their places shall be filled up by the oldest members present that the dignity of the Master or Moderator for the time being be upheld.

Third. That at the time of doing business there shall be a profound silence observed in matters, about which we are then conversant and that order and decorum be strictly observed, but one member shall speak at a time and he shall address the Master or Moderator for the time being and shall not be interrupted till he has offered what he has to say, except he is indecent or disrespectful, and then by the Master or Moderator for the time being only.

Fourth. That dissolving or adjourning any meeting, shall at all times be done by a major vote of the society, not to interfere with our standing laws in this respect.

Fifth. That any member who shall absent himself from the society for six months, that could attend, shall be looked upon as an offender and shall eight days before the next meeting after his so offending be notified by the Master to appear at said meeting and give an account of his conduct, and in case of his refusal shall be esteemed unworthy of any dependance from the society, and excluded the benefit of the box. But if the said member should desire to be re-admitted, it shall then be put to vote, and then if he has a majority of votes for his re-admittance, he shall be re-admitted, paying his dues to the society and twenty shillings to the box.

Sixth. That if any member be admonished by the society for any breach of the laws and will not be reclaimed, the society shall appoint a committee of not more than seven nor less than three of its members to hear his defence, look into the nature of his crime and report at the next meeting, and in case said member should not pay that deference to the society's judgment, which is always due in civil matters to the collective body in opposition to the opinion of a single member, the society shall have a right and

are hereby impowered to vote him unworthy of said community and to exclude him the benefit of the box, or to inflict any less punishment as they shall judge the nature of the crime which its several aggravations may deserve.

Seventh. That if any member of the society shall tattle or discover any secrets of the society, he shall be punished agreeable to the foregoing article.

Eighth. As much money is spent in inveterate enmity and animosity propagated by litigious law suits, it is recommended to each member of this community in case of any difficulty or dispute with a brother that they cannot settle within themselves, to lay the matter before the society in order that a committee may be appointed of such members as they shall mutually approve of, to settle and adjust the same, and in all matters of controversy each member shall be subject to the cognisance of this society, and in case he desires their jurisdiction or refuses to comply with their sentiments, he shall be subject to be dealt with agreeable to the sixth article of the bye laws.

June 3, 1773, Capt. Nathaniel Nowell and Capt. William Coffin were admitted as members and paid thirty-one shillings.

June 4, 1773, took Capt. William Coombs note for 8L, 11s, 8p, it being what money was in the treasurers hands and not upon interest before.

Oct. 7, 1773, Capt. John Buntin admitted as a member and paid 1L-11s-8p.

Nov. 4, 1773, officers elected.

Capt. James Hudson, Master.

Capt. Henry Friend, Deputy Master.

Capt. William Coombs, Treasurer.

Capt. Samuel Newhall, Clerk.

Voted, that any members of this society shall be liable to the fine provided in the laws of the society for non attendance if not present at the usual place of meeting to answer to his name when called when the public clock strikes six in the winter season and at seven in the summer season, except sickness or being out of town shall hinder and that the clock be manifestly out of order.

Voted, that the society will meet at the house of Mrs. Davenport for the ensuing year.

Nov. 8, 1773, voted, that Captains Henry Friend, Joseph Noyes, Thomas Thomas, Benjamin Rogers and Samuel Newhall

be a committee to let out the money at present collected, and what may be collected the ensuing year.

Voted, that the two notes received from Capt. Coombs, dated in Dec. 1772, and in June, 1773, be given up and a note taken for the whole sum collected payable to the above committee.

*The committee reported that the whole sum collected was 53L-8s-3-4p lawful money according to the accounts in the society's books, for which sum received Capt. William Coombs note of hand and gave up the other notes given for monies received in time past by him.

Voted, that Captains James Hudson, Thomas Jones, Thomas Thomas, William Coffin and William Stickney be a committee to get a petition drawn and presented to the General Court for a Charter for this Marine Society of Newburyport.

Voted, that no persons or person be admitted as a member of this society unless ten members are present at his or their admittance.

Voted, that every clerk shall call upon each member when at home for his balance due the society if likely to be absent before the next meeting.

Voted, that whereas at a meeting of this society, Nov. 1773, it was voted that no person be admitted into this society as a member or members of this society, unless ten members are present at his or their admittance, and whereas it often happens that members of unblemished character present themselves when there is not that number in town, we have therefore thought fit to reconsider said vote and it is accordingly reconsidered and voted, that a unanimous vote of the members present shall be sufficient for the admittance of any member or members.

Voted, that Capt. James Johnson be admitted a member of this society.

Voted, that Capt. Robert Jenkins be admitted a member of this society.

Oct. 6, 1774, Capt. Moses Brown to be a member of this society to attend the next meeting.

Whereas, Major William Coffin has absented himself from attending the monthly meetings since November the fourth, 1773 and has been legally notified by the president of this society agree-

*This sum was the net savings of the first year of the organization.

able to the fifth article of our bye laws, to which notification he has paid no regard, but in his conduct in the matter has treated this society with contempt, we therefore judge him unworthy of this community, and he is accordingly unanimously voted to be excluded any benefit from said society or any communion with them in said society.

Nov. 4, 1774, 14 present, 13 absent.

Voted, Capt. Peter Roberts to be a member of this society.

Officers elected.

Capt. James Hudson, Master.

Capt. Joseph Choate, Deputy Master.

Capt. William Coombs, Treasurer.

Capt. Samuel Newhall, Clerk.

Voted that the Marine Society meet at Mrs. Davenport's for the ensuing year.

Nov. 10, 1774, 15 present. Voted and admitted, Capt. Moses Brown as a member of this society and received entrance money 1*l*-12*s*.

Whereas, Capt. James Johnson and Capt. Robert Jenkins were admitted members of this society March 3, 1774 by four members present contrary to a vote of the last annual meeting, viz: that no member be admitted unless ten members are present, it is now moved and voted that the above two named gentlemen be and hereby are received as members of this society from said 3rd of March past.

Moved, that whether there shall be less than ten members present at the admittance of any new member or members during the ensuing year. Put and voted by a majority in the negative.

Jan. 5, 1775, voted, Capt. Joshua Hill be a member of this society and received his entrance.

Nov. 2, 1775, officers elected.

Capt. James Hudson, Master.

Capt. William Coombs, Deputy Master.

Capt. William Stickney, Treasurer.

Capt. Samuel Newhall, Clerk.

At this meeting it was proposed that each member shall pay his monthly dues at every six months, or in other words, that every member shall be his own treasurer. It was put to the society and voted in the negative, that is that every member pay his monthly dues at every meeting. The reason for the above motion is that

the distressing times calls every member to be as careful of his money as possible.

Dec. 7, 1775, voted that the president call upon Capt. John Buntin to know the reason for his non-attending.

The committee chosen Nov. 2, 1775 for examining the accounts and letting out the money on interest, reported that they gave up Capt. Hudson's note, dated Nov. 16, 1774 for 15L-12s-8p and received his note of hand for 33L-14s-1p for interest on the above note of 15L-12s-8p and money received to Nov. 2, 1775, and Capt. Coombs security and note remains as before.

Jan. 4, 1776. The president of this society reports that he waited on Capt. John Buntin at the special desire of the society at their last monthly meeting, ten days previously to this meeting to know the reason of his not attending, to which Capt. Buntin declared that he had not money to pay his dues to the society. The president desired him to attend at this meeting, to which Capt. Buntin made no answer.

May 2, 1776, voted, that Capt. William Nichols be accepted as a member of the Marine Society.

June 6, 1776, it was voted that an amendment in the second article of the laws of the society be made.

Capt. Thomas Thomas left the society without asking leave of the Master.

Sept. 5, 1776, voted to excuse Capt. Anthony Knap his dues to the society, being unfortunate in being captured by the enemy.

Nov. 7, 1776, election of officers.

Capt. James Hudson, Master.

Capt. William Coombs, Deputy Master.

Capt. Thomas Thomas, Treasurer.

Capt. Samuel Newhall, Clerk.

Voted, that Capt. Michael Hodge, Capt. William Coombs, Capt. David Coats, Capt. Joseph Noyes and Capt. Thomas Thomas be a committee to examine and settle the accounts of the society and let the money due to the society that is received to this day and make their return to the society on Thursday next.

Voted, that the society meet at Mrs. Davenport's the year ensuing.

Whereas, there was a motion for an amendment to the second article of the laws of the society, June 6th, it is now put to vote if there should be an amendment and it was voted in the negative.

Nov. 19, 1776, Adjourned meeting.

Moved that it should be thought on if a member absent and in town at an adjournment should pay fines to the society.

Jan. 2, 1777, voted, to receive or charge each member 4 pence for money paid Mr. Parsons, a lawyer for bond and deed for the society, dated Nov. 14, 1776.

Voted, unanimously, that Capt. Andrew Giddings be admitted a member of this society. Received from Capt. Giddings 32 shillings for entrance.

Voted, that the fees or entrance money shall be raised to such sum as the society may agree upon.

Feb. 6, 1777, Capt. Joseph Stanwood was unanimously admitted a member of this society having been previously proposed by Capt. David Coats.

Delivered 48s-4p to Capt. Thomas also 48s from Capt Stanwood.

Moved that every member that shall be admitted into this society until November, 1777, shall pay ten dollars entrance money. Voted in the negative.

Moved, that nine dollars be paid. Voted in the negative.

Moved, that eight dollars be paid for the above purpose. Voted in the affirmative.

Voted, that Capt. Michael Hodge, Capt. James Hudson and Capt. William Coombs be a committee to apply to the General Court of this state for a charter for this society.

Capt. John Barnard was in town and not at the meeting of the society by information of Capt. Friend.

April 3, 1777, voted, unanimously to admit Capt. John Fletcher as a member of the Marine Society, having been previously proposed by Capt. William Wyer.

Voted, unanimously to admit Capt. Nicholas Johnson as a member of the Marine Society, having been previously proposed by Capt. Joseph Newman.

May 1, 1777, voted, to adjourn this meeting to tomorrow evening at 7 o'clock.

May 2, 1777, Capt. James Brown was proposed by Capt. B. Rogers to be admitted a member of this society.

Voted, to postpone the admittance of Capt. Brown until some future meeting.

Voted, that the clerk shall hire a person to attend on the society at such times as he shall think necessary.

July 3, 1777, voted, to admit Capt. Amos Tappan a member of the Marine Society, he having been previously proposed by Capt. James Hudson.

Aug. 7, 1777, Capt. Moses Hale was excused his fine for July, his wife being sick.

Oct. 2, 1777, voted unanimously that Capt. James Brown be admitted a member of the Marine Society.

Nov. 6, 1777, election of officers.

Capt. James Hudson, Master.

Capt. Thomas Jones, Deputy Master.

Capt. Michael Hodge, treasurer.

Capt. Samuel Newhall Clerk.

ACT OF INCORPORATION.

State of Massachusetts-Bay, in the year of our Lord, 1777. An Act to incorporate James Hudson and others therein named, into a society by the name of The Marine Society of Newburyport, in the County of Essex, and State of Massachusetts, in New England.

Whereas, a considerable number of persons who are or have been masters of ships or other vessels, have for several years past associated themselves in the town of Newburyport; and the principal end of said Society being to improve the knowledge of this coast, by the several members upon their arrival from sea communicating their observations, inwards and outwards, of the variations of the needle, soundings, courses, distances, and all other remarkable things about it, in writing, to be lodged with the Society, for making the navigation more safe, and also to relieve one another and their families in poverty, or other adverse accidents of life which they are more particularly liable to, and have for this end raised a considerable common stock. And the said persons, associated as aforesaid, finding themselves under difficulties and discouragements in carrying on the said designs without an incorporation, and James Hudson and others of them have petitioned the Great and General Court of this State, in their present session, to be incorporated for the purposes aforesaid, and their intention appearing laudable, and deserving encouragement.

Be it enacted by the Council and House of Representatives in General Court assembled, and by the authority of the same—

That James Hudson, Thomas Jones, Jonathan Parsons, William Friend, Samuel Newhall, Michael Hodge, David Coates, William Stickney, William Rogers, Joseph Stanwood, Moses Hale, William P. Johnson, Nathaniel Nowell, Joseph Noyes, Henry Friend, Joseph Newman, Nicholas Johnson, Moses Brown, James Johnson, William Wyer, William Nichols, William Coombs, Joseph Rowe, Thomas Thomas, Benjamin Rog-

ers, Edward Wigglesworth, Anthony Knap, Eleazer Johnson, Jeremiah Pearson, Joseph Choate, John Barnard, James Nicoll, Robert Jenkins, Peter Roberts, Joshua Hills, Andrew Giddings, John Fletcher and Amos Tappan, the members of said society, be incorporated and made a body politic, for the purposes aforesaid, by the name of the Marine Society at Newburyport in New England, and that they and their associates and successors, have perpetual succession by said name, and have a power of making By-laws for the preservation and advancement of said body, not repugnant to the laws of the Government with penalty either of disfranchisement from said Society, or of a mulct not exceeding twenty shillings, or without penalties as it shall seem most meet, and have leave likewise, to make and appoint their common seal, and to be liable to be sued, and enabled to sue, and make purchases, and take donations of real and personal estate, for the purposes aforesaid, provided the rents of the real estate together the interest of the personal estate shall not exceed the sum of eight hundred pounds per annum; and to manage and dispose of said estate as shall seem fit; and said Society shall have a Master, Deputy Master, Treasurer, and Clerk and other officers as shall think proper; and make their Seal, and make By-Laws; and said officers shall continue until the last Thursday in November, one thousand seven hundred and seventy-eight; on which day and ever after on the last Thursday of November annually said Marine Society shall meet at Newburyport, aforesaid,, to choose a Master, Deputy Master, Treasurer and Clerk, and other officers as they shall think proper, and for the admission of new members, which shall be done by a major vote of the members present at said annual meeting and to make, alter, and annul their By-Laws; and if by reason of any emergency the business of said annual meeting cannot be completed on said day, they may adjourn once to a short day to finish it, and no more. And said Society shall meet at Newburyport, on the last Thursday in every month for all other business. And whenever the officers of said society shall die or be disabled, or remove out of the government, others shall be appointed or elected in their room, at the next monthly meeting by a major part of the members present. And all instruments which said society shall lawfully make, shall, when in the name of said Society and pursuant to the votes thereof, and signed and delivered by the Master, and sealed with their common seal, bind said Society and be valid in law.

In the House of Representatives, October 10th, 1777.—This bill having been read three several times passed to be engrossed. Sent up for concurrence. J. WARREN, Speaker.

In Council, October 11th, 1777.—This bill having been read a second time passed a concurrence to be engrossed. JOHN AVERY, Dep'y Sec'y.

Consented to by the major part of the Council.

A true copy,—Attest,

JOHN AVERY, Dep'y Sec'y.

Voted, that the thanks of this society be given to Jonathan Greenleaf, Esq., for his agency in procuring their charter.

Voted, that Capt. James Hudson, Capt. Thomas Jones and Capt. Michael Hodge be a committee to wait on Jonathan Green-

leaf, Esq., and return him the thanks of the society, agreeable to their vote.

Capt. Thomas Jones presented to the society six shillings to pay for the charter.

Voted, that Capt. William Coombs, Capt. Michael Hodge, Capt. Samuel Newhall, Capt. William Wyer, Capt. David Coats, be a committee to adjust and settle the accounts of the society and let out their monies at interest.

Voted, to choose a committee to procure a code of laws for the Marine Society.

Voted, that Capt. Jonathan Parsons, Capt. James Hudson, Capt. Michael Hodge, Capt. James Johnson and Capt. William Coombs be the committee for procuring the laws.

Voted, that the device of the common seal of this society be an anchor, the motto, The Marine Society of Newburyport, 1772.

Voted, that the committee for revising the laws be the committee to procure the seal for the society.

Voted, to adjourn this meeting to next Wednesday, being the 13th November, at 5 p. m.

Nov. 13, 1777, 12 present.

The committee for adjusting the society's accounts report, that they have taken Capt. James Hudson's bond for 128L-7s-3-4p and three state notes of ten pounds each, being all the monies in the society's hands amounting to 158L-7s-3-4p Voted to accept the report.

The committee for procuring a code of laws for the society, report that the following be adopted for the standing and bye laws.

That the old standing laws be adopted for our present laws with the following alterations and additions, viz:

Article second altered to the last Thursday of every month for the monthly meeting.

Fourth article with this alteration, that each member shall pay into the box for the use of the society at the time of his entry such a sum as shall be annually agreed upon by the society.

That the second article of the bye laws be added to the third article of the standing laws.

That the fourth article of the bye laws be erased.

Voted, that the treasurer receive the interest on the notes when due.

Voted, that the expense of 54 shillings for the business for the annual meeting be paid by the society, that the clerk advance it and receive his pay as received from the society.

Dec. 25, 1777, 7 present—15 absent. No business.

Jan. 29, 1778, 12 present—11 absent.

Two shillings from each member is charged toward payment of 54 shillings for expenses on settling the annual account.

Feb. 26, 1778, 15 present—13 absent.

Voted, that Capt. Michael Hodge and Capt. Thomas Jones be a committee to examine the accounts of Ship Neptune.

May 28, 1778, voted, to excuse Capt. Joseph Rowe his dues for ten months, having been taken by the enemy, which he did not avail himself, but paid up his dues.

Voted, that Capt. James Hudson, Capt. Joseph Stanwood, Capt. Thomas Jones, Capt. David Coats and Capt. William Coombs be a committee to make a survey of a ledge or rock called the breaking rock, lying in the notch of Salisbury Beach near Newberry bar, and make their report to the society.

July 30, 1778, voted, that the clerk be desired to write to Capt. Barnard and Capt. Rogers respecting their non-attendance on the society.

Sept. 24, 1778, whereas, Capt. Joseph Choate, a member of this society, having been absent from the monthly meetings for ten months and having been waited upon agreeable to the fifth article of the bye laws of this society, therefore, voted, that he be esteemed unworthy of any dependance from the society and excluded from any benefit of the box unless he should apply for readmittance, and then if he has a majority of votes, he shall be readmitted, paying up his dues to the society and twenty shillings to the box.

Voted, that the clerk send Capt. Choate a copy of the above vote.

Nov. 26, 1778, election of officers.

Capt. James Hudson, Master.

Capt. Samuel Newhall, Deputy Master.

Capt. William Stickney, Treasurer.

Capt. Michael Hodge, Clerk.

Voted, that Capt. Jonathan Parsons, Capt. James Nicoll and Capt. David Coats be a committee to settle the accounts of the society and let the monies out on interest.

Voted, to admit Capt. Isaac Green Pearson a member of the Marine Society.

Voted, to admit Capt. Enoch Pike a member of this Marine Society.

Voted, to admit Capt. James Tileston a member of this Marine Society.

Voted, to admit Capt. John Calef a member of this Marine Society.

Voted, that every person made a member of the Marine Society shall pay twelve pounds on his admittance.

Voted, that the society meet at Mr. Davenport's on their usual nights of doing business for the ensuing year.

Capt. Joseph Choate requests Capt. Samuel Newhall to be re-admitted into the Marine Society.

Voted, not to re-admit him.

Voted that every member shall pay six shillings for a fine for non-attendance, in lieu of one shilling and four pence paid heretofore.

Voted, that every member shall pay three shillings for his monthly dues, in lieu of eight pence as heretofore.

Voted, that this meeting be adjourned to Tuesday evening next at 6 o'clock p. m.

Dec. 3, 1778.

Received Enoch Pike's entrance	L12-0s-0p
" " James Tileston's entrance	L12-0s-0p
" " Isaac Green Pearson's entrance	L12-0s-0p
	<hr/>
	L36-0s-0p
From the members	L 3-3s-6p
	<hr/>
	L39-3s-6p
John Calef, Nov. 26	L12-0s-0p
Thomas Thomas, Nov. 26	L 1-4s-0p
	<hr/>
Delivered to treasurer	L52-7s-6p

The committee chosen to settle the society's accounts and let out the money at interest, report that they have not completed the business they were chosen for, therefore, request to be dismissed and another committee appointed.

Voted, that the committee for settling the accounts be dismissed.

Voted, that Capt. William Coombs, Capt. John Fletcher and Capt. James Tileston be the committee for settling the accounts.

Voted, that the thanks of this society be given to Capt. Thomas Jones, Capt. Samuel Newhall, Capt. James Johnson and Capt. William Wyer for their generous present of a hard dollar, each, for a common seal for the society.

Voted, that the common seal be made silver.

Dec. 31, 1778. The committee chosen to settle the society's accounts, report that they have attended to said business and find the society to be worth one hundred ninety-two pounds, thirteen shillings and 8 3-4 pence, including Capt. Hudson's bond of £128-7s-3-4 p, which they have delivered to the treasurer as per account settled and on file.

Feb, 25, 1779, voted that the clerk be desired to call upon Capt. Benjamin Rogers and demand the reason for his non-attendance upon the society for eighteen months past, and call for his dues.

March 25, 1779, voted, to excuse Capt. Giddings, 12 shillings, 4 pence, having been unsuccessful in his voyage.

Voted, to excuse Capt. Joseph Noyes, his fine, on account of his father being sick.

June 25, 1779, it being the festival of St. John's, many of the members are out of town celebrating the feast. No one present.

July 30, 1779, voted, that the expense of making the common seal be paid by the society amounting to two hundred dollars, and that the clerk be directed to charge each member his proportion thereof.

Voted, that the treasurer be, and is hereby ordered to pay the above sum of two hundred dollars to defray the above said expenses.

Each of the thirteen present at this meeting paid their proportion of this expense, viz: £1-10s, and £19-10s was collected.

Aug. 26, 1779, voted, to excuse Capt. Enoch Pike his dues to the society on account of his misfortune in being captured by the enemy.

Sept. 24, 1779, voted, to excuse Capt. William Friend his dues for seven months, being in the hands of the enemy.

Voted, to excuse Capt. Eleaser Johnson his dues for three months, having been taken by the enemy.

Oct. 28, 1779, voted, to excuse Capt. Isaac G. Pearson his dues for five months, having been captured and in the hands of the enemy.

Nov. 25, 1779, voted, to excuse Capt. Joseph Rowe his dues, he having been taken by the enemy.

The committee who were appointed by the society to take the bearings, distances, etc., of a certain ledge lying off the notch of Salisbury Beach, beg leave to report that they find the said ledge to be about half a mile in extent, parts of which are nearly dry at low ebb. The fort on Plumb Island from the centre of the ledge bears S 13 W 1-2 W distance 3 miles. New fish house W 1-2 N. Old fish house W N W. Great Boars Head N 13 E six miles distant. Pidgeon Hill S S E, six leagues distant. The distance of the ledge from the shore, one mile in going to the northward you may pass it safely by keeping the three houses to the eastward of Boars Head just open.

Voted, that Capt. E. Wigglesworth and Capt. Michael Hodge be a committee to make public the foregoing report in the newspaper.

Voted, that the monthly dues be raised from three to twelve shillings.

Voted, that the fines for non-attendance on the monthly meetings be raised from six shillings to twenty-four shillings.

Voted, that every person admitted a member of this society shall pay fifty pounds on his admission.

Voted, that Capt. William Knap be admitted a member of the Marine Society.

Officers elected:

Capt. James Hudson, Master.

Capt. William Coombs, Deputy Master.

Capt. Samuel Newhall, Treasurer.

Capt. Michael Hodge, Clerk.

Voted, that a committee be chosen to make an addition to bye laws.

Voted, that Capt. James Tileston, Col. Edw. Wigglesworth and Capt. John Fletcher, be a committee to settle the accounts of the society and let out their monies at interest.

Voted, that the same committee with the addition of the clerk be the committee on addition to the bye laws.

Voted, to meet at Col. Colman's house the year ensuing.

Voted, to adjourn this meeting to Thursday evening next at 6 o'clock p. m., to Col. Colman's.

Received from	Capt. Nathaniel Nowell on account of dues	L 2-17s
" " "	Capt. Peter Roberts on account of dues	L 4- 7s
" " "	Capt. William Knap for entrance and dues	L50-12s

L57-16s

A severe storm of snow prevented the members from meeting on the adjournment, therefore no business was transacted.

Dec. 30, 1779. The committee appointed to make an addition to the bye laws beg leave to report the following, viz:

Whereas, there is no provision made in the bye laws of the Marine Society to oblige the members living without the bounds of Newburyport to attend on the monthly meeting or pay their dues:

Therefore, voted, that every member of this society living, not exceeding fifty miles distant from Newburyport, shall be held to meet in the society once in every twelve months, and in case of non-attendance, shall pay a fine of twenty-four dollars. Those living within twenty-five miles, once in every six months or be fined twelve dollars. Those living within ten miles, once in every three months or be fined six dollars, and those living within two miles to be under the same regulation as those members who live within the limits of the town, any former law or useage notwithstanding.

Voted, that if any member of this society shall neglect paying up his dues to the society for the term of twelve months, he shall be cited by the president to appear at the next monthly meeting and pay up his arrears, in case of non-compliance he shall be liable to disfranchisement or mulct, as the society shall judge fit.

Voted, that the foregoing be adopted by the society and added to the bye laws.

The committee appointed to settle the society's accounts and let out their money at interest, report, that they have attended on said business and find the society to be possessed of three hundred forty-one pounds, three farthings, in cash, notes and bonds, which they have delivered to the treasurer as follows:

A bond	L128- 7s-3-4p
State notes	L105-17s- p
Cash	L106-16s- p

L341- 0s-3-4p

March 30, 1780, voted, to excuse Capt. Eleaser Johnson, 42 shillings of his dues, having been taken.

Voted, to excuse Capt. Jeremiah Pearson, 57 shillings of his dues, having been taken.

Voted, to excuse Capt. William Stickney, 24 shillings, being lame.

Voted, to excuse Capt. David Coats, 42 shillings, being captured.

Voted, to excuse Capt. Moses Brown, 104 shillings, being captured.

April 27, 1780, voted that Capt. Newhall, Capt. Hudson and Capt. Coombs be a committee to provide a place for the Marine Society to meet in, in case Col. Colman should not be able to entertain the society by reason of his leaving the house he now lives in.

May 25, 1780, voted, to excuse Col. Wigglesworth, one fine, 24 shillings.

Voted, to excuse Capt. William Stickney, 12 shillings, having been captured.

Voted, to excuse Capt. Enoch Pike, 54 shillings, having been captured.

June 29, 1780, voted, to choose a committee to revise the bye laws of the society, and to make report as soon as may be.

Voted, that Capt. Michael Hodge, Capt. Samuel Newhall and Capt. David Coates, Col. Wigglesworth and Capt. William Coombs be the committee.

July 27, 1780, voted to excuse Capt. Eleaser Johnson, his dues, being taken.

Voted, to excuse Capt. James Johnson, his dues, being taken.

Voted, to excuse Capt. John Calef, his dues, being taken.

Aug. 31, 1780, collected L48-7s, dues. No other business.

Oct. 26, 1780, collected L23-8s, dues. No other business.

Nov. 30, 1780, collected L144-14s, dues and entrance money.

Voted, that Capt. William Farris be admitted a member.

Voted, that Capt. Ebenezer Stocker be admitted a member.

Voted, that Capt. John Coombs be admitted a member.

Voted that Capt. Abraham Toppan be admitted a member.

Officers chosen :

Capt. James Hudson, Master.

Capt. William Coombs, Deputy Master.

Capt. Samuel Newhall, Treasurer.

Capt. Michael Hodge, Clerk.

Voted, to choose a committee of three to settle the accounts of the society for the year past.

Voted, that Capt. James Tileston, Col. E. Wigglesworth and Capt. Samuel Newhall be the aforesaid committee.

Voted, that the society will meet at Mr. Anthony Davenport's the ensuing year.

Voted, that each member of this society shall pay eight pence in hard *money or eight dollars in paper money for his monthly dues.

Voted, that each member shall pay one shilling and four pence in hard money or sixteen dollars in paper money for each and every fine, due from any of the members, and those members living out of town be held to pay in the like proportion as mentioned in the bye laws.

Voted, that every person admitted a member of this society, shall pay fifty pounds paper money for their admission.

Voted, that every person admitted a member after this evening, shall pay eight hard dollars or in paper equivalent thereto.

Voted, to adjourn this meeting to Friday, 8th of December next, to finish the business of the yearly meeting.

Dec. 8, 1780, the committee for settling the society's accounts for the year past, not being ready to report, therefore, voted, to adjourn to the next monthly meeting.

Dec. 28, 1780, collected L57-12s, dues.

Jan. 25, 1781, collected L46-4s, dues.

Feb. 22, 1781, collected L36.

March 29, 1781, collected L143.

Voted that Capt. Thomas Jones, Capt. William Stickney and Capt. James Nicoll be a committee to call upon the clerk for a list of debts which they are directed to collect as soon as may be.

April 26, 1781, collected L153-16s, dues.

May 31, 1781, collected L192, dues.

June 28, 1781, the Master informs the society that in April last, he had duly notified Capt. Joseph Stanwood and Capt. Benjamin Rogers of their breach of the fifth article of the bye laws agreeable to his duty, as pointed out in a clause of the same.

Voted, that it is the opinion of the members present, that all the monthly dues and fines now in arrears or to be paid in future, be received in specie only, unless it should be otherwise determined at the next annual meeting.

Whereas, Capt. Joseph Stanwood has absented himself from this society for six months, and has been notified thereof by the president for the time being, in April last, and required to attend the next meeting and give his reason therefor, which notification he has not regarded.

*Eight pence hard money equal to eight dollars paper money.

Therefore, voted, that he be esteemed unworthy of any dependence from the society and excluded from the benefit of the box, and not re-admitted again without a strict compliance with the fifth article of the bye laws.

Capt. Thomas Thomas appeared and gave his reasons for absentsing himself from the society for six months past, which was voted satisfactory.

Voted, that Capt. Benjamin Rogers be mulcted in a fine of twelve shillings in specie for neglecting a notification from the president of the society and that he be informed thereof by the president and to appear at the next meeting under penalty of disfranchisement.

July 26, 1781, voted, that all letters sent by order of the society be sealed by the common seal of the society.

Voted, that the officers of the society with Capt. Coats, be a committee to visit on the president and accept from him a machine for making an impression with the common seal, which he has generously offered to the society.

Voted, that Capt. William Coombs-Coats-Fletcher-Wigglesworth and Newhall be a committee to adjust and liquidate the society's accounts and outstanding debts and report what sums each member shall pay in specie.

Voted, that every member who shall absent himself six months, be served by the president with the following form of a letter:

Sir:—You having absented yourself from the society for six months past, it being a breach of the fifth article of the bye laws of the society, I am under an obligation to notify you to appear at the next meeting and give your reason therefor.

Voted, that Capt. William Nichols and Capt. James Tileston be cited by the president to appear at the next meeting and give their reasons for absentsing themselves for six months past.

Aug. 30, 1781, voted, to excuse Capt. William Knap his dues, having been captured.

Capt. James Tileston appeared and gave his reasons for absentsing himself from the society for six months past, which were voted to be satisfactory.

Voted, that Capt. Moses Hale be cited by the president to appear at the next meeting and give his reason for absentsing himself from the society for six months past.

Sept. 28, 1781, voted, to excuse Capt. Abraham Toppan four months dues, having been taken.

Voted, to excuse Capt. John Calef six months dues, having been taken.

Whereas, Capt. Benjamin Rogers has absented himself from the society for twelve months past, and has been duly notified thereof and mulcted in a fine for neglect thereof agreeable to a bye law in that case made and provided for all those members living without the bounds of Newburyport, to all which he has paid no regard. Therefore, voted, that he be deemed unworthy of any dependence from the society and excluded from the benefit of the box, and not to be re-admitted again unless he strictly complies with the fifth article of the bye laws.

Voted, that the thanks of the Marine Society be given to Capt. Samuel Newhall for his present to the society, of an engine for making an impression with their common seal.

Nov. 29, 1781, collected for dues L13-12s-11p.

Voted, to excuse Capt. Nathaniel Newhall four months dues, having been taken by the enemy.

Voted, unanimously, that the clerk be directed to draw out the accounts of every person who has been a member of the Marine Society and discarded the same from whom there is money due, and that the president be desired to present the name for payment, and in case of refusal or neglect of payment that the president be and is hereby authorized and empowered in the name of the society to commence a suit for the same in the law.

Voted, unanimously to admit Capt. William Armstrong a member of the Marine Society.

Voted, unanimously to admit Capt. George Rappall a member of the Marine Society.

Voted, to admit Capt. Benjamin Conner a member of the Marine Society.

Voted, to admit Capt. Philip Aubin a member of the Marine Society.

Officers chosen for the ensuing year :

Capt. James Hudson, Master.

Voted, to excuse Capt. Hudson from serving as Master the ensuing year at his particular desire.

Capt. Samuel Newhall, Master.

Capt. William Coombs, Deputy Master.

Capt. John Fletcher, Treasurer.

Capt. Michael Hodge, Clerk.

Voted, that the thanks of this society be and hereby is given to Capt. James Hudson for his good services as master of the society, since its first institution to this time.

Voted, that Capt. William Wyer, Capt. James Tileston, Capt. Anthony Knap, Moses Brown and David Coates be a committee to settle the society's accounts and let out their money at interest.

Voted, that the society will meet at Mr. A. Davenport's the ensuing year.

Voted, that whereas Capt. Moses Hale has absented himself from the society for more than six months past and has been notified thereof by the master and required to attend at the next monthly meeting and give his reasons therefor, to which he has paid no regard, therefore, that he be deemed unworthy of any dependance from the society and excluded from the benefit of the box, and be not re-admitted again without strictly complying with the fifth article of the bye laws.

Voted to adjourn this meeting to Tuesday evening next.

Dec. 6, 1781, the committee appointed to settle the society's accounts and let out their money at interest, beg leave to inform the society that they are not ready to report, by reason of the absence of the late treasurer and request further time.

Voted, that the committee be granted further time, to report at the next meeting:

Voted, unanimously to admit Capt. Thomas Tracy a member of the Marine Society.

Voted, that whereas Capt. John Barnard, a member of the Marine Society has been present in the society but one evening since his admission in the year 1772, has not paid his dues regularly, is now greatly in arrears and in our opinion has been guilty of a breach of the thirteenth article of the standing laws, and sustains a character unworthy of a member of this society and also has absconded from, and left his native country and taken part with enemies thereof.

Therefore, that he the said John Barnard be deemed unworthy of any dependance from the society and excluded from the benefit of the box.

Jan. 31, 1782, collected L4-5s-9p.

The committee appointed to settle the society's accounts and let out their monies at interest, report that they have attended such business and find the society to be possessed of a bond for L128-7s-3-4 p cash in paper money, old emission, L516-12s twenty-

three dollars new emission money, two depreciation notes L196-4s-4p and L207-0s-12p notes amount to L105-17s, which are sent to the treasury to be consolidated and L57-5s-4p in hard cash on Nov. 29, 1781.

A bond	L128- 7s-0 3-4p
12 state notes	L105-17s- p
Cash in specie	L 37- 5s-4 p
Cash in paper, old emission	L516-12s- p
Cash in paper, new emission	L276-12s- p
Two depreciation notes	L403- 4s-4 p

L1467- 5s-8 3-4p

Voted, that the society will sell the twenty-three dollars new emission to any member present who shall make the highest offer for it.

Voted, that Capt. Tileston is entitled to receive the twenty-three dollars, new emission, he paying the clerk 39 shillings in hard money.

Feb. 28, 1782, voted, to excuse Capt. William P. Johnson four months dues, being unfortunate.

Capt. Thomas Thomas appeared in the society agreeable to the summons sent him by the president.

Oct. 31, 1782, voted to excuse Capt. Joseph Newman two months fine, being taken.

Voted, to excuse Capt. Eleaser Johnson three months fine, being taken.

Voted, to excuse Capt. Enoch Pike two months fine, being taken.

Voted, that a supper be provided at the next annual meeting.

Voted, that Col. Wigglesworth be caterer to provide supper at said meeting.

Ordered, that Capt. Thomas Thomas be summoned.

Nov. 28, 1782, voted, to excuse Capt. Armstrong one months dues, being taken.

Officers chosen :

Capt. William Coombs, Master.

Capt. David Coates, Deputy Master.

Capt. John Fletcher, Treasurer.

Capt. Michael Hodge, Clerk.

Voted, to choose a committee of seven, who are desired to frame an article to be added to the bye laws of this society, respecting any member or other person meeting with misfortune at sea by the loss of their vessel or any other accident happening to him

or them, which shall make it necessary for the society to inquire into, and that they be ready to present to the society at the adjournment for their approbation.

Committee, Messrs. James Hudson, William Coombs, David Coates, Edward Wigglesworth, John Fletcher, Michael Hodge and Joseph Noyes.

Voted, that every person who shall be admitted into this society as a member, shall pay six pounds into the box for the use of the society.

Voted, to adjourn this meeting to Thursday next, 6 o'clock in the afternoon.

Dec. 5, 1782, met according to adjournment.

The committee appointed to let out the Marine Society money at interest, beg leave to report that they received from the treasurer, Capt. John Fletcher, forty-two pounds, sixteen shillings and nine pence, which they have improved at interest and are now ready to deliver the treasurer the principle and eleven pounds, twelve shillings and three pence which they have gained by improvement, signed William Wyer, chairman of said committee.

Voted, to accept the report of the committee who were appointed to let out the society's money at interest.

Voted, that the thanks of this society be and hereby is given to the committee aforesaid for their particular attention to said business.

Voted, that Capt. William Coombs, David Coates, Edward Wigglesworth, William P. Johnson and William Wyer be a committee to settle the society's accounts and to let out the monies at interest.

Voted, that the master of this society be and hereby is desired to give in the accounts of those members who have been discharged the society, to an attorney in order to be recovered before the next meeting, unless prevented by payment.

Voted, that the society will meet at Mr. Anthony Davenport's the ensuing year if agreeable to him.

Your committee who were directed to frame an article to be added to the bye laws of this society respecting any member thereof, or others meeting with misfortunes at sea, either by capture, shipwreck or other accidents which may make it necessary that an enquiry may be had, beg leave to make the following report.

That, whereas many inconveniences have arisen to masters of ships, and others for the want of proper persons to make enquiry into the conduct of said master, when they have been unfortunate at sea by the loss of their vessels, either by the enemy, the seas, or other accidents,

Therefore resolved, not only for the encouragement and support of such ship masters, members of this society, but also the masters of vessels belonging to this town that have been so unfortunate as to loose their ships by the enemy, shipwrecked or other dangers of the seas, that they have liberty at any time within one month after their arrival home, to lay the state of their case before the Marine Society, who from their profession and experience will be undoubtedly the best judges, whether said master did discharge the trust reposed in him with ability and propriety when such accident took place, or not, to the end that after an impartial enquiry into the circumstances of such misfortune, if it should appear to said society that said master did what an honest experienced master ought to have done to have prevented the same. In that case such master whether belonging to the society or not shall have a right to demand a certificate signed by the master of said society and sealed with their common seal, setting forth that his conduct when such misfortune took place, has been critically and impartially enquired into, and that they are of the opinion that his conduct has been that of a faithful and skillful master and seaman.

Also, resolved, that all applications by masters of vessels shall be lodged with the clerk, who shall lay the same before the society at their next meeting, when the society shall proceed to elect by ballot a committee of enquiry consisting of seven persons, who shall diligently and carefully investigate the time, manner and cause of the loss of any vessel mentioned in such application, and report the same to the society at their next meeting, in writing, who shall thereupon determine upon the merits of the respective persons applying according to the dictates of truth and justice.

Also resolved, that the following be the form of a certificate to be granted when demanded, as before mentioned.

To all persons, whom it doth or may concern. The Marine Society of Newburyport, in the county of Essex and commonwealth of Massachusetts, sends greeting.

Whereas, A. B., late master of the ship ——— captured or lost (as the case may be) on the ——— day of ——— has solicited an enquiry into his conduct in navigating or fighting (as the case may be) his ship, we have made a critical and impartial enquiry into his conduct and are of opinion that he acted as a faithful and skillful master and seaman, or a brave man (as the case may be) and that the loss of his said vessel ought not at all to impeach his conduct.

In witness whereof we have caused our seal to be hereunto affixed and to be signed by the master of our society.

Given at Newburyport, this ——— day of ——— 17—.

JAMES HUDSON, Chairman of said Committee.

Voted, unanimously to accept the foregoing report and order that it be added to the bye-laws of this society.

Dec. 26, 1782, whereas, Capt. Benjamin Rogers has made application to this society to be re-admitted, manifesting his consent to pay his dues and 20 shillings to the box,

Voted, unanimously to accept of Capt. Benjamin Rogers as a member of this society, and that his absence heretofore therefrom, shall in no wise effect him in any privileges he otherwise would have enjoyed.

Voted, that the society will sell the two depreciating notes to any member for the most that can be had.

Voted, that Michael Hodge be entitled to receive the above two notes, he paying into the box fifteen dollars.

Voted, that whereas, Capt. Thomas Thomas has absented himself from the society, and has been summoned agreeable to the bye-laws thereof, to which he has paid no defferance, therefore he be esteemed unworthy of any dependance upon the box and excluded from the benefit thereof.

Voted, that Capt. James Tileston be summoned agreeable to the laws of the society for absenting himself six months therefrom.

Voted, to accept of the following report of the committee who were appointed to settle the society's accounts and let their monies at interest.

Your committee whom you have appointed and authorized to settle the society's accounts and to let their monies at interest, beg leave to make the following report, viz: that they have attended on the business, examined the clerk's books and find the accounts properly stated, rightly cast and well avouched, and that the treasurer's accounts do correspond therewith.

They also find that the society has gained by interest for the year past, nineteen pounds, six shillings, and that the interest on a consolidated State note of ninety-seven pounds, one-sixth is now due, and they also find that twenty-eight pounds of the principal of Capt. Hudson's bond has been paid, therefore they have taken a new bond and security for one hundred pounds and that the state of the society's funds now stand as follows:

Capt. James Hudson, bond, dated Nov. 14, 1782,	L100- 0s-0p
One consolidated State note, Dec. 1781,	L 97- 1s-6p
One note of hand	L 30- s- p
One note of hand	L 60- s- p
Cash in specie in the treasurer's hands	L 18-17s-9p
Paper money of the old emission	L516-12s-0p
Two depreciating notes	L403- 4s-4p

Specie L305-19s-3p

Your committee would likewise beg leave to report to the society that in their opinion it would be more for the benefit of the funds to sell the

two depreciating notes for the most they will fetch, and do recommend it accordingly.

Newburyport, Dec. 26, 1782.

WILLIAM COOMBS,
DAVID COATS,
EDWARD WIGGLESWORTH,
WILLIAM WYER,

Committee.

Jan. 30, 1783, Capt. James Tileston having informed the society in a letter to the president that he was indispensibly prevented from obeying their summons, therefore, voted, that he be excused for this evening.

Whereas, Capt. Benjamin Conner a member of this society is a prisoner at New York where he has been confined for a long time and in no prospect of being exchanged, therefore, voted, that a committee of five persons be chosen who are desired and directed by this society, immediately to adopt the most efficacious ways and means in order to procure his release and enlargement.

Voted, that Capt. William Coombs, Capt. J. Nichols, Capt. Hodge, Capt. Fletcher, Captain Coats be the above committee.

Feb. 28, 1783, voted, Capt Joseph Rowe be excused 5 months dues, being taken.

Voted, Capt. Isaac G. Pearson be excused two fines.

Voted, Capt. George Rapall be excused 3 months dues, being cast away.

Voted, Capt. William Noyes be excused one fine and 3 months dues.

Voted, that the committee appointed to let out the monies at interest, be a committee to distribute a collection made this evening for the purpose of relieving such of the society as may be in immediate want. The collection amounted to 58 1-2 dollars.

March 28, 1783, whereas, the bye-laws of this society appear to be inadequate for every purpose conducive to the welfare of said society, particularly for the recovery of their debts, therefore

Voted, that Capt. William Coombs, Coll. Wigglesworth and Capt. David Coats be a committee to revise, alter and amend the bye-laws of the society and to report their doings as soon as may be.

April 24, 1783, voted, that Capt. Benjamin Conner be excused 8 shillings, being for his dues whilst absent and a prisoner with the enemy.

Capt. Thomas Thomas appeared and manifested his desire to be re-admitted into the society, and a careful compliance with the rules and regulations respecting the same. Therefore, voted, that Capt. Thomas Thomas be re-admitted into this society and that he be and is entitled to all the privileges and benefits of the same.

Aug. 27, 1783, voted, that Capt. Hudson be immediately called upon by the committee for letting out the society's money, for the balance now in his hands, and be informed that it is expected by the society that he does positively pay it into their hands on or before the next meeting, which will prevent them from being under the necessity of calling for it in a more disagreeable way.

Sept. 25, 1783, the committee appointed to wait on Capt. Hudson to inform him of a vote passed last evening, report that they waited upon him with a copy of said vote and that he informed them that he had a prospect of paying it agreeable to the above-said vote and should exert himself therefor.

Whereas, Capt. James Hudson has neglected to comply with the vote of the Marine Society of the last meeting presented to him by their committee, and has not given any reason that is satisfactory to the society therefor, therefore voted, that it is exceedingly unsatisfactory to the society and that the aforesaid committee be desired to inform him therewith, and that they be and hereby are empowered and directed to procure the money due from Capt. Hudson in the most expeditious manner, and also that the master of the said society be empowered and directed by advice of the said committee, to take any necessary steps in the name of the society in a legal way to recover the same.

Voted, that Capt. Fletcher be desired to send a State note of the society, in his hands down to the State Treasurer, and recover the interest thereon.

Oct. 30, 1783, whereas, it appears to the Marine Society of Newburyport, essentially necessary for the preservation and safety of the navigation into the river Merrimack, that two beacons be erected on Plumb Island to serve as marks for coming in over the bar as well as to hoist lights on in the night, and also that it would be beneficial to have suitable signals provided in order to hoist on the appearance of any vessel supposed to be bound in over the bar,

Therefore, resolved, that it be earnestly recommended to the gentlemen in trade to provide suitable ways and means to have the above effected and the society will engage to lend their assistance.

Voted, that a committee of five be chosen to carry the above resolve in effect.

Voted, that Capt. William Coombs, Col. Wigglesworth, Capt. Coats, Capt. Brown and Capt William P. Johnson be the committee.

Nov. 27, 1783, officers elected:

Capt. William Coombs, Master.

Capt. David Coats, Deputy Master.

Capt. John Fletcher, Treasurer.

Capt. Michael Hodge, Clerk.

Voted, that the thanks of the society be given to the committee appointed to treat with Capt. James Hudson, for the strict regard they have paid to the dignity of the society in taking a legal way for the recovery of their just dues.

Voted, that Capt. Stocker, Capt. Tileston and Capt. James Nicoll be a committee to settle the account of the Marine Society.

Voted, that Capt. William Coombs, Capt Coats and Col. Wigglesworth be a committee to examine into the merits of Mr. Tufts' composition and answer that gentleman.

Voted, that Capt. William Russell be admitted as a member of the Marine Society.

Voted, that the Marine Society meet at the house of Mr. Anthony Davenport the year ensuing.

The committee appointed to carry a resolve of the Marine Society respecting the erecting of beacons, etc., on Plumb Island into execution, beg leave to report that they have attended on the business assigned them, have erected two beacons on Plumb Island, which in their opinion will completely answer to serve as marks for the conducting in any vessel over the bar by day in safety. They have made provision for a dark night also, by two lanterns so constructed as with ease to be hoisted at any time and on any occasion which they have not a doubt will fully answer the noble intention of the society and be productive of the greatest advantages to the navigation of the river. They have ordered proper signals, which are to be hoisted on the appearance of any vessel standing into the bay. They have also appointed a person and committed to him the care of the signals and lights and agreed with him as to his perquisites and given him the following directions, viz:

A GOOD LOOKOUT TO BE KEPT.

As soon as a vessel is discovered in the offing so as to distinguish her, the proper signal is to be hoisted which is to be as follows:

An ensign for a ship.

A jack for a snow.

A pendant for a brig.

A burgee for a topsail schooner or sloop.

The signal is to be kept up until the vessel has passed the fort or anchored at the bar.

If any vessel should be in the bay or at anchor at the bar in the after part of the day, and the tide not suitable for coming in before night comes on, the lights are to be hoisted and kept up until one hour ebb, then to be extinguished. Every vessel on whose account the lights are hoisted are to be chargeable with the expense thereof. Every vessel other than coasting vessels is to pay six shillings to the person who shall hoist the lights for her as a compensation in full for his trouble and coasting vessels are to pay two shillings each, only.

Your committee have also attended to the expense which has accrued in accomplishing the business, have collected the bills and made an assessment of the sum total upon such persons and in such sums as appeared to them to be just and equal, the copy thereof we now present for your approbation. All which your committee beg leave to submit to the society's consideration and should the execution of their trust meet with the concurrence of the society, your committee will feel themselves amply compensated for their time and trouble.

Newburyport, Nov. 26, 1783.

WILLIAM COOMBS, Chairman.

Voted, unanimously, that the foregoing report of the committee appointed to carry into effect the resolves of the last meeting respecting the erecting of beacons, etc., on Plumb Island, be accepted.

Voted, that the society has a high sense of the exertions and good conduct of the committee aforesaid in so completely carrying into effect the intentions of the society by their resolves of the last meeting, and that the thanks of this society be and hereby is given them therefor.

Voted, that the former committee be continued a committee to carry into execution the publication of such direction as they may find necessary for the benefit of the navigation of this river and the public in general.

Voted, that the meeting be and it is hereby adjourned to Tuesday, the 9th of December, six o'clock p. m., to finish the business of the annual meeting.

Dec. 9, 1783, that the following report of the committee appointed to settle the society's accounts be accepted, viz:

That they have examined the clerk's books and find the account properly stated, rightly cast, and well avouched, and that the treasurer's accounts do correspond therewith. They also find that the society has added to their stock for the year past sixty-six pounds, three shillings and eight pence, and that the interest on the consolidated state note of ninety-seven pounds, 1-16 is now due and that the state of the society's funds now stand as follows:

Capt. James Hudson's bond	L100- 0s- 0p
One consolidated note	L 97- 1s- 6p
Hawley's bond	L 26- s- p
Cash in treasurer's hands	L155-11s-11p

L378-13s- 5p

Paper money of old emission L516-12s

EBEN STOCKER,
JAMES TILESTON,
JAMES NICHOLL,

Committee.

The committee appointed to inform Mr. John Tufts of the opinion of the society respecting a composition of his laid before them, have reported the following draught of a letter which was read and approved by the society, viz:

Newburyport, 3rd December, 1783.

Sir:—Being a committee appointed by the Marine Society of Newburyport to inform you that the society after having duly attended to the experiment which has been made on the composition, which you have the honor to be the author, are of the opinion that it will answer the salutary purpose for which it was designed, viz: that of preventing the bottoms of vessels from being ruined by the eating of worms. They also are of the opinion that a further tryall in order to reduce it to a certainty is necessary. They would beg leave to recommend that a number of boards might be prepared, one-half of each to be payed with the composition, and the other half left bare, and those sent by different vessels to different ports, which must of course give it its greatest proof, they are highly pleased with the genius that is already discovered and can scarce have a doubt, but that it will be productive of the greatest advantages to the public as well as emoluments to the author. The society will ever be ready to give every encouragement to men of genius, especially in marine matters particularly to Mr. Tufts in this instance, and are ready to confer with him by their committee to digest and plan by which they may be useful to him.

We are sir, in behalf of the Marine Society,

Your most obedient servant,

WILLIAM COOMBS,

Committee in behalf of the Marine Society.

Voted, that Capt. Fletcher be a committee to let out the society's money for the ensuing year.

Voted, that this society shall not consist of more than forty-five members at one time.

Jan. 29, 1784, voted, that Capt. William Coombs, David Coates, Edward Wigglesworth, William P. Johnson and Moses Brown be a committee to devise ways and means to support the lights on Plumb Island as soon as may be and make report to the society at their next meeting.

March 25, 1784, the committee appointed to devise ways and means to support the lights on Plumb Island, beg leave to report that the gentlemen of trade in this town have agreed to take the lights under their direction and have made provisions therefor.

July 29, 1784, voted, that a committee of inquiry be chosen at the request of Capt. Thomas Tracey and agreeable to the bye laws of the society, to examine into the conduct of said Tracey during his late voyage, and make report thereof in writing at the next meeting.

Voted, that Capt. William Coombs, Capt. John Fletcher, Col. Wigglesworth, Capt. Michael Hodge, Capt. James Johnston, Capt. William P. Johnson and Capt. Nicholas Johnson be the aforesaid committee.

Aug. 26, 1784, the committee who were appointed to make inquiry into the conduct of Capt. Thomas Tracey during his late voyage, beg leave to make the following report, that they find the several following articles of charge or complaint are made against him:

1st. That he did run his owner into a very extraordinary expense at Baltimore (not having any orders therefor) by putting a new deck to his ship which caused a long detention after peace and occasioned a train of misfortunes during the voyage.

2nd. His want of proper care and attention to his provisions and water during his voyage to Europe, his conduct in going to, and detention whilst at Ireland.

3rd. His disbursements and detention whilst at Gottenburg.

4th. Detention of his letters, fourteen days after his arrival.

Your committee proceeded to examine and inquire of Capt. Tracey the reasons for his conduct in the several articles of charge above written, to which he made the following answers:

1st. Capt. Tracey's reasons for his conduct in laying a deck upon his ship at Baltimore were, that Mr. Purveyance, the gentleman to whom he was addressed to receive his cargo from, and whom he really considered in the same light with respect to the direction and management of his vessel there, as he did his owners in Newburyport, strongly advised him thereto.

2nd. That his going into Ireland was occasioned by the want of bread and water, which is fully set forth in his protest. Your committee would here beg leave to state some facts, as they appeared by examination of the mate and the log book, that Capt. Tracy did on the 31st January, 1783, send on board his ship two thousand and twenty pounds of bread, which in addition to between three and four hundred weight of bread then on board amounted to about twenty-four hundred weight. That sixteen men were victualled upon an average from that time to the first day of July, the day of his arrival in Ireland, which completed a term of

one hundred and fifty-two days, which on calculation is found to be short of one pound per man per day, the propriety of which the society must be judge of.

That his detention in Ireland was occasioned by being obliged to go as far as Cork for a supply of bread, not any being to be procured nearer which he says might have been performed in five days, but being within one day's ride of his parents, from whom he had been absent seventeen years, he was induced to pay them a visit. He was absent from his vessel fifteen days.

3rd. Your committee did not take up the third charge, viz: that of detention and disbursements while at Gottenburg, they conceived it unnecessary.

4th. Capt. Tracey says that the detainment of the letters were owing to their being misplaced through the negligence of his boy, that he really supposed that he had delivered all he had in possession when off the bar. The instant he was undeceived he carried and delivered them himself to the concerned.

By order of the committee,

Signed, WILLIAM COOMBS, Chairman.

Newburyport, Aug. 26, 1784.

Voted, that the discussion of the report of the committee of inquiry on Capt. Tracey's conduct be deferred to the next meeting.

Sept. 30, 1784, voted, that the committee appointed in November, 1783, to examine into the merits of Mr. Tufts' composition, be a committee to inform that gentleman, that from some late tryalls they have had on his composition, they are very diffident of its fully answering those salutary purposes which was intended, at present cannot give it that recommendation which Mr. Tufts would wish for.

Voted, to defer acting on the report of the committee of inquiry on Capt. Tracey's conduct during his late voyage, until the next meeting.

Oct. 28, 1784, voted, that it is the opinion of the society that a supper be provided for them at the annual meeting.

Voted, that Capt. Russell and Capt. Aubin be caterers for the purpose above said.

Nov. 25, 1784, officers chosen:

Capt. William Coombs, Master.

Capt. David Coats, Deputy Master.

Capt. John Fletcher, Treasurer.

Capt. Michael Hodge, Clerk.

Voted, that Capt. Ebenezer Stocker, James Nicoll and William Stickney be a committee to settle the society's accounts and to let out their moneys at interest.

Capt. Wyatt St. Barbe and Capt. Peter LeBreton were unanimously accepted of as members of this society.

Voted, that seven pounds, four shillings shall be paid by every person who is admitted a member of this society at the annual meeting.

Voted, that the society will meet on their monthly meetings for the ensuing year at Mr. Davenport's.

Ordered, that Capt. Thomas Thomas be summoned in the usual form for absenting himself for six months past.

Voted, to adjourn this meeting to Thursday evening, the 9th of December next.

Being met according to adjournment.

Capt. Coates, Capt. William Coombs, Col. Wigglesworth, Capt. James Nicoll, and Capt. William P. Johnson were chosen by ballot, a committee for the management and disposition of the estate of the society.

Voted, that the above committee be and hereby are directed to have the new code of laws printed, provided it shall appear to them to be a necessary measure.

At a meeting of the Marine Society of Newburyport, in New England, holden at Newburyport, in the county of Essex, on the ninth day of December A. D., 1784, by adjournment from the last Thursday in November last agreeably to the powers vested in the said society by their Charter of Incorporation.

The society taking into consideration their several bye laws heretofore made and apprehending the inexpediency of some of them and proposing a general revision of them with a view to render them more simple and compendious passed the following votes and enacted the following laws.

Whereas, in and by the charter incorporating this society, provision is made that they may make bye laws not repugnant to the laws of the government, for the preservation and advancement of the said society, with penalty either of disfranchisement from the said society or of a mulct not exceeding twenty shillings, or without penalties as shall seem most meet, and that the said society should meet at said Newburyport on the last Thursday in November, annually, for divers purposes and amongst other things, to elect their master, deputy master, treasurer and clerk and to make, alter and annul their bye laws with liberty to adjourn to a short day for completing the business left unfinished at the annual meeting. This society, therefore to carry into execution the powers granted them by their charter and to provide for their preservation and ad-

vancement, do make and enact the regulations and bye laws hereafter mentioned.

Article 1st. It is enacted and ordered by the society that at all meetings of the society, the master, if present, shall preside, if he is absent, the deputy master shall preside if present; in case of his absence, the treasurer shall preside if present, but if not, the eldest member present shall preside, and a meeting of the society shall be held at Newburyport, aforesaid, at such place as shall from time to time be agreed upon by the society, on the last Thursday in every month in each and every year. The meetings to be opened by the moderator at six o'clock, p. m., from the twenty-first day of September to the twenty-first day of March, and at all other times of the year at seven o'clock, p. m.

Article 2nd. And it is further enacted and ordered that every member who is an inhabitant of the town of Newburyport, or who lives within two miles of any part thereof, shall attend every meeting of the society, and be present at the opening of it by the moderator, and if any such member so inhabiting the said town, or within two miles thereof, shall neglect or refuse to attend as aforesaid without reasonable excuse to be allowed by the society, he shall forfeit and pay to the society for their use, the sum of one shilling and four pence for every such neglect or refusal, and every member who does not live within the said town, nor within two miles thereof, but lives within fifty miles of the said town, shall attend a meeting of the society once in every year at the least, and be present at the opening thereof or forfeit the like sum for the use of the society, without reasonable excuse as aforesaid, and every member who does not live in the same town, nor within two miles thereof, but lives within twenty-five miles thereof, shall attend a meeting of the said society once in every six months at the least, and be present at the opening thereof, or forfeit the like sum for the use of the society without reasonable excuse as aforesaid; and every member who does not live in the said town nor within two miles thereof, but lives within ten miles of the said town, shall attend a meeting of the society once in every three months at least, and be present at the opening thereof or forfeit the like sum to the society for their use, without reasonable excuse as aforesaid, provide nevertheless, that no excuse shall be deemed a reasonable one, unless the same be necessary absence, sickness, or the infirmities of old age.

Article 3rd. And it is further enacted and ordered, that no person shall be electel a member of this society unless at the time of his proposed election he is or hath been Commander or Master of a vessel, nor shall such election be made but at the annual meeting of the society on the last Thursday of November, provided, notwithstanding the society may for special and weighty reasons elect any person not qualified as aforesaid, a member, if the reasons alleged therefor shall be adjudged sufficient by two-thirds of the members present at the monthly next preceding that in which such election is proposed to be made.

Article 4th. And it is further enacted and ordered that previous to the election of any person as a member of this society, he shall be proposed to the society as a candidate for such election by one of their members at some one of their monthly meetings, at least one month before their annual meeting.

Article 5th. That all elections shall be conducted in the manner following: After the candidate is named, the clerk shall write the word yea on as many slips of paper as there are members present, and after rolling them up, give one to each member. The clerk shall write the word nay on the like number of slips of paper, and distribute them in like manner, each member shall then declare his vote by giving to the moderator of the meeting such paper rolled up as he shall think proper, and the moderator after having collected all the votes, shall unroll the papers in the presence of the members, and the candidate shall be duly elected, provided a major part of the votes are yea, otherwise not; and if duly elected, the clerk shall ex-officio give him notice thereof.

Article 6th. And it is further enacted and ordered that every member upon his election into the society shall pay to their treasurer the sum of seven pounds, four shillings for the use of the society: and in case of the refusal of any member, for the term of one month after his election, he shall be disfranchised and excluded the society by the major vote of the members present, at any of their monthly meetings, provided notwithstanding, the society may increase the said sum to be paid upon admission from time to time at any of the annual meetings, as the state of their funds shall require.

Article 7th. And it is further enacted and ordered that every member of the society shall at every monthly meeting pay the sum of eight pence to their treasurer for their use, and if any member of the society neglect or refuse to pay the said sum at any meeting

aforesaid or within thirty days after, he shall forfeit and pay to the society for their use, the sum of six shillings for every such neglect or refusal—provided nevertheless the society may at any of their monthly meetings remit the said forfeitures to any delinquent member, upon his paying to their treasurer all the monthly payments aforesaid, he shall be in arrear. And provided further, that the society may at any of their monthly meetings excuse any member from making the said monthly payments upon his application therefor, provided the person so applying shall in the opinion of the society be rendered incapable through misfortune or losses of paying the same.

Article 8th. And it is further enacted and ordered, that if any members shall neglect to make his monthly payment aforesaid, for the space of six months without being excused therefrom and without paying the several penalties incurred by such neglect, the society may at any of their monthly meetings disfranchise him and exclude him their society, but it is nevertheless enacted and ordered that until such disfranchisement takes place, the delinquent member may be prosecuted in the law for the recovery of the penalties aforesaid.

Article 9th. And it is further enacted and ordered, that if any members shall refuse to pay any penalties or forfeiture incurred by him by his breach of any of the bye laws of the society, and the same shall be recovered of him by prosecution in any of the courts of the law, the society may at any of their monthly meetings held after such recovery so had, disfranchise and exclude from the society such refractory member for his contumacy in refusing to submit to the bye laws of the society.

Article 10th. And it is further enacted and ordered, that all penalties and forfeiture incurred by the breach of any bye laws of the society and all the monthly payments aforesaid shall enure to the society and become part of their estate, and that the whole estate of the society shall be managed and disposed of for their benefit by a committee to be chosen by ballot every year at the annual meeting of the society in November, which committee shall at all times conform themselves to the direction of the society in the management and disposition of their estate. Provided nevertheless, the society may at any of their monthly meetings remove from office any of the said committee at their pleasure, or except of the resignation of any of them, at any of their monthly meetings, fill up all vacancy in the said committee by ballot.

court competent therefor, by the treasurer in the name and for the use of the society.

Article 20th. And it is further enacted and ordered, that every member present in the town of Newburyport at the time of the funeral in that town, of any deceased member, shall punctually and reasonably attend such funeral upon notice given him by order of the master, if in town, if not, by order of the deputy master, if in town, and if not, by order of the treasurer, upon pain of forfeiting to the society for non-attendance the sum of three shillings, unless such members shall be disabled from attending such funerals, by ill health or the infirmities of old age, and the charge of giving such notice shall be defraid by the society.

Article 21st. And whereas many inconveniences may arise to masters of vessels, who may be charged with cowardice, incapacity or misconduct in conducting the vessels and commerce instructed to them for want of an inquiry into their conduct by suitable persons, therefore it is further enacted and ordered, that in all such cases the master so charged, may in writing state the charge to the society and pray an inquiry into his conduct at any of their monthly meetings, and the society as soon as conveniently may be, shall appoint by ballot a committee of five persons to inquire into the conduct of the person so charged, which committee shall after a full and proper hearing report to the society all the facts relating to such charge for their consideration, who shall thereupon determine the grounds and foundation of such charge, and the propriety or impropriety of the conduct of the person so applying, and if the society shall acquit him, he shall have such certificate thereof as the society shall direct, under their common seal and signed by their master.

Article 22nd. And it is recommended to every member of this society to be careful in his observation inwards and outwards of variations of the needle, the soundings, courses and distances, and of all remarkable things about this coast and communicate in writing to this society from time to time such things as he shall judge serviceable to the community, to be examined and digested by a committee appointed by the society for that purpose and lodged with the clerk of the society in order to be recorded in the records of said society.

Article 23rd. That the clerk of the society shall from time to time keep a fair and just account of all monies paid into the treasury and delivered out, and to whom, and when, and shall read over



RECEPTION ROOM.
LOOKING NORTH.

these laws distinctly to every new member or members that shall be admitted into the society at their admission or first appearance into said society, and as often at other times as the society shall think proper.

Dec. 30, 1784, voted, that Capt. William Wyer be agent and attorney of this society for the purpose of receiving any dividends of Massachusetts bank stock, which now are or may be due to the society and upon the receipt thereof to give due acquittance thereof, and also to represent the society at any meeting of the proprietors of said stock and there in the name of this society to vote and do and transact any business which any proprietor of said stock can do when personally present.

The said W. Wyer to continue agent and attorney of this society for the purposes aforesaid, until the society shall order otherwise.

Jan. 27, 1785, the committee whom you have chosen for the management and disposition of the society's estate, beg leave to report a state thereof, viz: that they have examined the clerk's books and find them properly stated, well avouched and rightly cast, that the treasurer's accounts are agreeable thereto, and that the estate consists of a number of securities, together with specie and paper as follows:

Capt. James Hudson's bond	L100- s- p
One state bond	L 97- 1s- 6p
Hawley's bond	L 26- s- p
One share in Massachusetts bank	L150- s p
Cash in specie	L 53- 9s- 8p
	<hr/>
	L426-11s- 2p
Paid in old emission	L516-12s- p
	<hr/>
Two years' interest due from Capt. Hudson	L12- s- p
One year's interest due on state note	L 5-17s- 5 $\frac{1}{2}$
	<hr/>
	L17-17s- 5p

WILLIAM COOMBS,
DAVID COATS,
JAMES NICOLL,
WILLIAM P. JOHNSON,

Committee.

July 24, 1785, voted, that the treasurer be and hereby is directed to make application to Capt. Thomas Thomas for payment of the dues and forfeitures, which he is indebted to the society.

Voted, unanimously, that the members of this society who may be in town, be notified by the clerk, that a funeral discourse on the death of Capt. Jonathan Parsons, is to be delivered by the Rev. Mr. Murray, on the next Sabbath, and every member desirous of paying this last mark of respect to the memory of the deceased, be desired to attend.

Interest money received from Mr. Hawley, by committee	L4- s- p
Due from the bank by society's agent	L1-14s-8p

Delivered to treasurer	L5-14s-8p
------------------------	-----------

March 31, 1785, Capt. Thomas credited by L1, delivered to treasurer.

Voted, that William Coombs, Capt. Fletcher, Capt. Hodge, Col. Wigglesworth and Capt. Friend be a committee to wait upon the Rev. Mr. Murray, and desire of him a copy of the sermon delivered on the death of Capt. Jonathan Parsons, for the press.

April 28, 1785, voted, to excuse Capt. Hudson, four fines by reason of the infirmities of old age.

May 26, 1785, voted, that Capt. James Nicoll be a committee to procure of Mr. Mycall, his lowest terms for printing the bye laws of this society and make report thereof at the next monthly meeting.

June 30 1785, voted, that Capt. James Nicoll be a committee to procure the printing of one hundred and fifty copies of the bye laws of this society, and that he be, and he hereby is authorized to draw upon the treasurer for the amount thereof.

Voted, that every member of this society shall be entitled to receive from the clerk, a printed copy of the bye laws, paying to him for the use of said society one shilling each, and every member shall be held to produce a copy at every yearly meeting.

July 28, 1785, voted, that the thanks of this society be given to Rev. Mr. Murray for the copy of his sermon on the death of Capt. Jonathan Parsons, and that he be requested to accept fifty printed copies thereof.

Voted, that eighteen of the sermons delivered on the death of Capt. Jonathan Parsons, be presented in the name of the Marine Society, to Mrs. Hannah Parsons, the widow of said deceased.

Sept. 29, 1785, voted, to excuse Capt. Connors his dues and fines to this date, on account of adverse accidents of life.

Oct. 27, 1785, Capt. John O'Brien was proposed by the clerk as a candidate for election as a member of the Marine Society.

Capt. Benjamin Felt Knap was proposed by Capt. Anthony Knap, as a candidate for election.

Voted, that Capt. Enoch Pike be excused his arrears, having been unfortunate.

Voted, that Capts. William Coombs, John Fletcher and David Coats, be a committee to inform Capt. Thomas Thomas that his repeated absence from the society is a flagrant breach of their laws, and considered by them highly derogatory, therefore, they be, and hereby are directed to take suitable measures thereof and report at next meeting.

Voted, that it is the opinion of the members present, that a supper be provided at the annual meeting.

Voted, that Capts. St. Barbe and Nicholas Johnson be caterers at the annual meeting.

Nov. 24, 1785, officers chosen :

Capt. William Coombs, Master.

Capt. David Coats, Deputy Master.

Capt. John Fletcher, Treasurer.

Capt. Michael Hodge, Clerk.

Voted, that Capt. David Coats, Capt. William Coombs, Capt. E. Wigglesworth, Capt. William P. Johnson and Capt. James Nicoll, be a committee to manage and dispose of the society's estate for the ensuing year, agreeable to the tenth article of the bye laws.

Capt. John O'Brien and Capt. Benjamin Felt Knap were unanimously elected as members of this society.

Received from Capt. Knap's election L7-4s

Received from Capt. O'Brien's election L7-4s

L14-8s

Voted, that this society will meet at Mr. Davenport's for the ensuing year.

Voted, that every member of this society shall annually at every meeting in November produce to the master a copy of the bye laws of this society, under a penalty of one shilling and four pence, provided he is in town and not excused by sickness or the infirmities of old age.

The committee for managing and disposing of the society's estate, report that they have paid out of said society's estate for the revision of the laws, four pounds, four shillings, which report

was voted satisfactory, also report that they have paid the treasurer, six pounds, eight shillings for interest on L53-6s-8p and twenty-five shillings cash received from the different members for the bye laws.

Voted, to adjourn this meeting to Tuesday, the 13th day of December next at 6 o'clock p. m.

Dec. 13, 1785, voted, that the report of the committee for managing and disposing of the society's estate be accepted and put on file, viz:

That they have examined the clerk's books and find them properly stated, well avouched and rightly cast, that the treasurer's accounts are agreeable thereto, and that the estate consists of a number of securities, together with specie and paper money, viz:

Capt. James Hudson's bond	L100- s- p
One state note	L 97- 1s- 6p
Hawley's bond	L 26- s- p
One share in Massachusetts bank	L150- s- p
Cash loaned by Michael Hodge	L 53- 9s- 8p
Cash in treasurer's hands	L 40- 4s- 8p
	<hr/>
	L466-15s-10p
Cash in paper emission	L516-12s- p
Three years' interest from	
Capt. Hudson on his bond	L18- s
Two years' interest on state	
note	L11-14s L 29-14s- p

DAVID COATS,
WILLIAM COOMBS,
EDWARD WIGGLESWORTH,
WILLIAM P. JOHNSON,
JAMES NICOLL,

Committee of Marine Society.

Voted, that Capt. Enoch Pike, Capt. Joseph Stanwood, Capt. John Somerby, Capt. Joseph Lunt, Capt. Enoch Lunt, and Col. Jonathan Evans, be certified by the clerk to his Excellency the Governor, as persons suitable in the opinion of this society for pilots, into and out of the river Merrimack.

Dec. 29, 1785, voted that Capt. Fletcher, Col. Wigglesworth, Capt. William Coombs, Capt. Hodge, and Capt. A. Knap, be a committee to make such further inquiry respecting Capt. Thomas Tracy's conduct during his late voyage to Baltimore and Europe as they may think needful, and to report such a draught of a certificate

as will be consistent with the honor of the society to grant, and report at the next meeting.

Voted, that Capt. Isaac Randal of Amesbury be certified by the clerk to his Excellency the Governor, as a person suitable in the opinion of this society, for a pilot into and out of the harbor of Newburyport, or river Merrimack.

Voted, that the clerk be and is hereby directed to furnish the treasurer with an account of the dues and fines, which Capt. Thomas Thomas is in arrears for to the society, and that the treasurer be directed to present it to him for payment.

Jan. 26, 1786, the committee appointed at the last meeting to make such further inquiry into the conduct of Capt. Thomas Tracy, during his last voyage to Baltimore and Europe, as they might think necessary, and to make such a draught of a certificate as is consistent with the honor of the society to grant, beg leave to make the following report, viz, that they have paid particular attention to the business assigned them, have made such further inquiry as to them appeared needful, and do recommend that the following form of a certificate be signed by the master and given to Capt. Tracy to make such use of as he shall see fit.

To all persons whom it doth or may concern. The Marine Society of Newburyport, in the County of Essex, and Commonwealth of Massachusetts, Sends Greeting:

Whereas, Capt. Thomas Tracy, late master of the ship Queen of France, has been charged by his owners with misconduct, and breach of orders, during his late voyage to Baltimore and Europe, and the said Thomas Tracy, having solicited an inquiry into his conduct during the said voyage.

The said society have made a critical and impartial inquiry into the conduct of the said Thomas Tracy during the voyage aforesaid, and are of opinion that no part of his conduct, which has come to their knowledge, ought in the least to disqualify him from the command of a vessel. That all his transactions did appear to be the result of an honest mind, and that his abilities as a seaman are unquestionable.

For witness whereof, the said society have caused their seal to be hereunto affixed, and to be signed by the master of their society.

Given at Newburyport, this 26th day of January A. D., 1786.

Voted, that the foregoing report of the committee appointed to make inquiry into the conduct of Capt. Thomas Tracy, etc., at the last meeting, be accepted.

The treasurer of this society having reported that he had waited on Capt. Thomas, agreeable to their directions and present-

ed him with an account of his arrears due to the society, that he had refused, by neglecting to make payment, therefore, voted, that he be fined six shillings.

Voted, that the treasurer be and he hereby is directed to put Thomas Thomas' account with the society in suit before the next meeting, unless prevented by payment.

Whereas, Capt. James Hudson, a worthy member of the Marine Society, who has sustained the office of a master with honor to himself and satisfaction to the society for a number of years, is now far advanced in life, and cannot with convenience to himself by reason of the infirmities of old age, give that constant attendance at the meetings of the society which the laws require, and that it appears to this society highly requisite that some provision should be made, therefore,

Voted, unanimously, that it is the opinion of this society, that from henceforth, no fines or forfeitures be had, demanded or recovered from Capt. James Hudson for any breach of the laws arising for non-attendance on the monthly meetings.

Voted, that this society will always consider themselves as honored by his company whenever health or convenience will permit him to attend.

March 30, 1786, whereas, Capt. Thomas Thomas, a member of this society, has neglected to pay up his monthly dues for more than the space of six months without being excused therefrom, and to pay the several penalties incurred by such neglect, until the society were compelled to make application to an attorney for the recovery of the same. Therefore,

Voted unanimously, that Capt. Thomas Thomas be and he is hereby disfranchised and excluded from the Marine Society of Newburyport.

The treasurer who was appointed as a committee in January last, to put Capt. Thomas Thomas' account with this society in suit before the next meeting, unless prevented by payment, report that Capt. Thomas' neglect of making payment after being duly notified thereof of the said account, obliged him to apply to an attorney, who effected the business and from whom your committee received LI-11s-4p, which was delivered to the treasurer.

April 27, 1786, voted, to excuse Capt. Philip Aubin his dues while absent amount to 2|8 having been shipwrecked.

Oct. 26, 1786, voted, to excuse Capt. Joseph Noyes his fine, being detained by attending the funeral of a grand-child.

Voted, that Capt. Henry Lunt, stand as a candidate for a member, being proposed agreeable to the laws.

Voted, that Capt. B. Conner be fined $1\frac{1}{4}$ for being absent for six months past, and living within 25 miles of Newburyport.

Voted, to excuse Capt. Benjamin Rogers a fine for September, he being unwell.

Voted, that a supper be provided for the society at the annual meeting and that Capt. William P. Johnson and Capt. Jonathan Coombs be caterers.

Nov. 30, 1786, officers chosen:

Capt. William Coombs, Master.

Capt. David Coats, Deputy Master.

Capt. Nicholas Johnson, Treasurer.

Capt. Michael Hodge, Clerk.

Capt. Henry Lunt was unanimously elected a member of the Marine Society.

Voted, that Capts. William Wyer, Joseph Noyes, James Nicoll, Ebenezer Stocker and Enoch Pike, be a committee to manage and dispose of the society's estate for the year ensuing.

Voted, that this society will meet at Mr. Davenport's the ensuing year.

Voted, that the thanks of this society be given to Capt. Jonathan Fletcher, for his services as treasurer for some years past.

Voted, that it is the opinion of this society that a dinner be provided at the next annual meeting instead of a supper, as has been customary.

Voted, to adjourn this meeting to Tuesday evening, the 12th day of December next.

Dec. 12, 1786, voted, to accept of the following report of the committee for managing and disposing of the society's estate, viz: that they have examined the clerk's books, find them properly stated, well avouched, and rightly cast, that the treasurer's accounts are agreeable thereto, and that the estate consists of a number of securities, together with specie and old paper money, viz:

A state note L97-1s-6p, Joseph Hawley's bonds 26L	L123- 1s-6p
Cash in Capt. Hodge's hands	L 96- 9s-8p
Thomas Brown's bond, L120-1 bank share L150	L270- s- p
Order on Mark Fitz, viz, L11-12s-10p, cash L36-1s-3p	L 47-14s-1p
In old emission paper money, cash for interest money	L 10-14s-4p

L516-12s-0p

Voted, that the chairman of the committee for disposing of the society's estate be desired to settle with Mr. Hawley for the moneys due from him to the society, to receive the interest according to agreement and to take his bond for the original sum with sufficient collateral security therefore agreeable to the laws of the society.

March 27, 1787, voted, that Capt. Eben Stocker and Capt. James Nicoll be a committee to wait upon Capt. Tileston with a list of his dues, and to desire payment thereof.

August 30, 1787, Capt. Richard Tappan was proposed by the clerk as a candidate for the next election. It appearing to this society as very necessary to erect on Plumb Island two small wooden buildings, fit to receive and protect from the inclemencies of the weather, all distressed mariners who may be so unfortunate as to be cast ashore on the Island.

Therefore voted, that Capt. William Coombs, Col. Wigglesworth, Capt. O'Brien, Capt. William Johnson, and Capt. Hodge, be a committee to build the houses and place them on the Island as they shall judge most likely to answer the proposed end, that the expense thereof, be by them assessed on the members of the Marine Society.

Sept. 27, 1787, the following report of the committee appointed to build and place two small houses on Plumb Island be accepted.

The committee appointed to build and place two small houses on Plumb Island, beg leave to report that they have completed the business assigned them, by erecting two houses of about feet by and placing them at such distances and on such situations as they judged would be most likely to answer the salutary end proposed by the society.

The expenses which have accrued by building and placing them, amounted to twenty-three pounds, six shillings, which sum they have assessed on the several members of the Marine Society in such proportions as your committee judged the several persons could best pay, a copy of which they have lodged with the clerk of the society to be placed on their files.

Voted, that the thanks of this society be given to their committee for so completely and expeditiously carrying their resolves, respecting building two small houses on Plumb Island, into execution.

Capt. Edmund Wingate was proposed by the clerk as a candidate for the next election.

Oct. 25, 1787, Capt. William Wyer reports to the society that he has received from the Massachusetts bank, being the 5th dividend of profits, on a share in said bank, belonging to this society, declared the 4th July last, seventeen dollars and half.

Voted, that a supper be provided for the approaching annual meeting, and that Capt. Michael Hodge and Capt. David Coats be caterers.

Nov. 29, 1787, the following officers were chosen :

Capt. Michael Hodge, Clerk.

Capt. William Coombs, Master.

Capt. David Coats, Deputy Master.

Capt. Nicholas Johnson, Treasurer.

Capt. Richard Tappan was unanimously elected a member of this society.

Capt. Edmund Wingate was unanimously elected a member of this society.

Voted, to meet at Mr. Davenport's for the ensuing year.

Voted, that the caterers be and hereby are directed to provide a dinner on the day of the adjournment instead of a supper this evening, being the day of thanksgiving.

Voted, to adjourn this meeting to Thursday next at 2 o'clock p. m.

Dec. 6, 1787, voted, that Capts. Joseph Noyes, James Nicoll, William P. Johnson, William Stickney, and William Noyes be a committee to manage and dispose of the societys estate agreeable to the laws, for the ensuing year.

Voted, that seven pounds, four shillings, be demanded for the admission of each member.

Voted, that Capt. William Coombs and Capt. Michael Hodge be a committee to take the houses built on Plumb Island by the society under their particular care, with full power to appoint a suitable person to visit them once a month at least, excepting the summer months, and the committee to report a state of them monthly. Dinner and the expenses to each person was L3-9s.

Dec. 27, 1787, voted, that the following report of the committee appointed to settle the society's accounts be accepted.

The committee whom you have chosen for the management and disposal of the society's estate beg leave to report, viz: that they have examined the clerk's books, find them properly stated and rightly cast, that the treasurer's accounts are agreeable there-

to, and that the estate consists of a number of securities, together with specie and old paper money as follows:

One state note	L 97-1s-6p
Joseph Hawley's bond	L 26- s- p
Cash in Capt. Michael Hodge's hands	L 37- s- p
Cash in Capt. Michael Hodge's hands	L 43- s- p
Thomas Brown's bond	L 120- s- p
One share in bank stock	L 150- s- p
Capt. Thomas Jones' bond	L 46- s- p
	<hr/>
	L 519-1s-6p
Capt. Ebenezer Stocker's note	L 6-17s-3p
By cash received for interest for 87	L 37- 4s-7p
Dues, etc.,	L 23-14s-8p
Principal received in part on Capt. Michael Hodge's estate	L 16-19s-8p
Due from Capt. Richard Tappan for entrance and book	L 7- 5s-4p
	<hr/>
	L 92- 1s-6p
	<hr/>
	L 611- 3s- p
	<hr/>
Old emission money	L 516-12s- p

JOSEPH NOYES,
WILLIAM STICKNEY,
JAMES NICHOLL,
WILLIAM P. JOHNSON,
WILLIAM NOYES,

Committee.

December 21st, 1787.

Jan. 31, 1788, voted, that in all future processions, where the deceased person is a member, both of the Marine Society, and free and accepted Masons, that the precedence shall be given to that society in which the deceased has been the longest time a member.

Oct. 30, 1788, voted, that Capt. William Coombs, Capt. Coats, Capt. Fletcher, Capt. William P. Johnson, and Capt. O'Brien, be a committee to inquire into the circumstances of the widows and orphans of the deceased members of this society and make report at next meeting.

Voted, that Capts. St. Barbe and N. Johnson, be caterers to provide a dinner at the next annual meeting.

Nov. 27, 1788, officers chosen :

Capt. William Coombs, Master.

Capt. David Coats, Deputy Master.

Capt. Nicholas Johnson, Treasurer.

Capt. Michael Hodge, Clerk.

Received from the committee for interest which was received from Capt. Jones, L1-7s-8p.

Capt. Enoch Knapp was proposed as a candidate for admission as a member of the Marine Society.

Voted, that the society will meet at Mr. Davenport's for the ensuing year.

Voted, that the members of this society will dine at Mr. Davenport's on the first day of January next, which will be in the year 1789.

Dec. 25, 1788, received from Capt. William Wyer, ten pounds, ten shillings, being for the two last dividends of interest made by the bank for one share of stock.

Voted, that Col. Wigglesworth, Capt. Joseph Noyes, Capt. William P. Johnson, Capt. Jonathan Fletcher, Capt. John O'Brien, be a committee to manage and dispose of the society's estate agreeable to the laws for the ensuing year.

Voted, that Capt. Enoch Knapp, be for weighty and special reasons admitted as a member of this society, his not standing a proposed candidate two months notwithstanding.

Jan. 29, 1789, voted, that six pounds L. money be paid out of the box as a temporary relief to the widow Friend, also six pounds be paid to Mr. Ebenezer March for the temporary relief of his sister, the widow Johnson, and her children, he to account with the society's committee of the disposal of the same.

Voted, that the treasurer be and he is hereby directed to pay the same as above ordered.

Sept. 24, 1789, voted, unanimously, that a sum not exceeding \$20 be granted for the temporary relief of Capt. James Nicoll, a member of this society who is now in indigence and deprived of his reason.

Voted, that Capt. William Coombs, Capt. Coats, Capt. Fletcher, be a committee to dispose of the above sum or such part thereof, and in such a way as shall appear to them most conducive for those benevolent purposes for which this society was instituted, and that they from time to time assist Mrs. Nicoll with their best advice on her husband's critical situation, until next meeting.

Voted, that the treasurer be directed to pay into the hands of the above committee a sum not exceeding \$20.

Oct. 29, 1789, voted, that Capt. Wyatt St. Barbe and Capt. LeBreton, be caterers to provide a supper at Mr. Davenport's on the adjournment of the annual meeting.

Nov. 26, 1789, officers chosen :

Capt. William Coombs, Master.

Capt. David Coats, Deputy Master.

Capt. Nicholas Johnson, Treasurer.

Capt. Michael Hodge, Clerk.

Voted, that this society will meet at the house of Mr. Davenport, to transact their usual business for the ensuing year.

Voted, that this meeting be adjourned to Thursday evening the tenth of December next, at six o'clock p. m.

Dec. 10, 1789, voted, that Col. Edward Wigglesworth, Capt. Joseph Noyes, Capt. William Pierce Johnson, Capt. John Fletcher, and Capt. John O'Brien, be a committee to manage and dispose of the society's estate for the year ensuing.

Voted, to supply the widow Sarah Nicoll with the sum of forty-five dollars for the purpose of defraying the expense, by paying the bills for the funeral charges of her late husband, Capt. James Nicoll deceased, and also for expenses accrued whilst sick.

Jan. 28, 1790, Capt. William Farris having requested of this society, by his letter of the 9th of this instant January, to be no longer considered as a member thereof.

Therefore voted, unanimously, to accept of Capt. William Farris' resignation, and that he is not in future to be considered as a member of the Marine Society of Newburyport.

Sept. 30, 1790, voted, that Mr. John Somerby, Junior, be certified by the clerk of this society to his Excellency the Governor, as a person suitable in the opinion of the society for a pilot into and out of the river Merrimack.

Oct. 28, 1790, voted, that a supper be provided for the members of the society at the adjournment of the annual meeting.

Voted, that Capts. John Coombs and Michael Hodge, be caterers to provide the supper.

Nov. 25, 1790, officers chosen :

Capt. William Coombs, Master.

Capt. David Coats, Deputy Master.

Capt. Nicholas Johnson, Treasurer.

Capt. Michael Hodge, Clerk.

Voted, that Capt. John O'Brien be agent and attorney of this society for the purpose of receiving any dividend of Massachusetts bank stock, which now is or may be due to the society, and upon receipt thereof to give due acquittances therefor, and also to represent the society at any meeting of the proprietors of said stock, and there in the name of this society to vote and do and transact any business which any proprietor of said stock can do when personally present, the said John O'Brien to continue agent and attorney of this society for the purposes aforesaid, until the society shall order otherwise.

Dec. 8, 1790, voted, that the following report of the committee chosen to manage and dispose of the society's estate and adjust the accounts, be accepted: that they have examined the clerk's books and find them properly stated, well avouched and rightly cast, and that the treasurer's accounts are agreeable thereto and that their estate consists of a number of securites, together with specie and old emission money as follows:

One state note for	L 97- 1s- 6	p
Joseph Hawley's bond	L 26- s-	p
One share in Massachusetts bank	L 150- s-	p
Capt. Thomas Jones	L 46- s-	p
Capt. Michael Hodge	L 40- s-	p
Capt. Ebenezer Stocker	L 6- 17s- 3	p
Capt. William Stickney	L 76- 3s- 4	p
Mr. Richard Stickney, deceased	L 36- s-	p
Mr. Edmund Adams	L 32- 8s-	p
Capt. Joseph Noyes	L 50- s-	p
Capt. William P. Johnson	L 50- s-	p
Capt. John Fletcher	L 30- s-	p
Capt. Thomas Brown	L 30- s-	p
Capt. William Wyer	L 19- 1s- 7	p
Cash on hand	L 56- 11s- 2	1-2p
	<hr/>	
	L 746- 2s- 10	1-2p
Old emission money	L 516- 12s	p
Treasurer's orders	L 2- 18s- 2	p

Newburyport, December, 1790.

EDWARD WIGGLESWORTH,
JOSEPH NOYES,
WILLIAM P. JOHNSON,
JOHN FLETCHER,
JOHN O'BRIEN,

Committee.

Dec. 30, 1790, voted, to excuse Capt. William Noyes, five fines, being sick, 6|8.

Voted, that Mr. Enoch Lunt, Junior, of Newburyport, be certified by the clerk of the Marine Society to his Excellency the Governor, as a person suitable in the opinion of this society for a pilot into and out of the river Merrimack.

Voted, that Capt. William Coombs, Capt. Coats, Capt. Fletcher, Capt. N. Johnson, and Capt. Hodge, be a committee to visit the widows and orphans of deceased members of this society, to inquire into their circumstances and to grant them such immediate relief as they shall think proper, and make report thereof at the next meeting, provided such relief shall not exceed ten dollars for each widow, and that the treasurer be and he hereby is authorized and directed to answer the demands of said committee for the purposes aforesaid.

Jan. 27, 1791, voted, to excuse Capt. Stickney's fine 1|4.

The committee appointed to inquire into the circumstances of the widows and orphans of this society, beg leave to report that they have paid particular attention to the business assigned them, that they have granted to the widows Friend, Parsons, Pike, and widow of James Johnson, ten dollars each, which we have reason to believe was very acceptable, the whole sum granted is forty dollars, which is received from the treasurer, agreeable to your vote.

Feb. 24, 1791, voted, that this society will purchase one other share in the Massachusetts bank, and that the master be desired to cause the said share to be procured.

April 28, 1791, voted, that Capts. Fletcher, Wyer and O'Brien, be a committee to make inquiry what would be the expense of maintaining James Tileston, the son of James Tileston, late a member of this society, per year, and to report at their next meeting.

May 26, 1791, voted that this society will maintain James Tileston, son of Capt. James Tileston, late a member of this society, for one year.

Voted, that twelve pounds be allowed out of the funds of this society for the maintenance of the above named James Tileston, for one year, beginning from the date of his arrival in the town from Boston.

Voted, that the above mentioned sum of twelve pounds be allowed to Capt. Benjamin Rogers, he complying with the requisitions of the committee appointed for the aforesaid purpose, it being

expected by the society, that he be decently clothed, and suitably victualled and properly schooled, and that his treatment in the family be the same as one of his own children.

June 30, 1791, received from Capt. Wyer for monies he received as a dividend from Massachusetts bank, upon account of one share belonging to Marine Society, being number 13—L9-7s-6p.

Oct. 27, 1791, voted, that Capt. Wyer and Capt. Enoch Knap be caterers.

Voted, that the master be desired to give an invitation to six gentlemen to sup with us at our anniversary.

Capt. Edmund Wingate having made application to this society for a dismission therefrom.

Voted, that Capt. Edmund Wingate, agreeable to his desire be and is hereby dismissed from the Marine Society.

Voted, that in future, twenty dollars only be demanded for admission of new members. Capt. Charles C. Raboteau and Capt. Michael Titcomb were proposed as candidates for admission as members of this society, by Capt. Nicholas Johnson and Sewell Tappan was proposed by Capt. Enoch Knap.

Voted, that the society will celebrate their anniversary by providing a supper at their next meeting.

Nov. 24, 1791, officers chosen:

William Coombs, Master.

William Stickney, Deputy Master.

Nicholas Johnson, Treasurer.

Michael Hodge, Clerk.

Edward Wigglesworth, William P. Johnson, John Fletcher, Joseph Noyes, and Peter LeBreton, were chosen a committee to manage and dispose of the society's estate, to adjust their accounts and report a state thereof at the next meeting.

Capt. Charles C. Raboteau, Capt. Michael Titcomb, and Capt. Sewell Tappan, were admitted as members of this society.

Capt. Benjamin Pearson Ingalls was also admitted as a member of this society, it appearing to the society that his not being proposed at a monthly meeting previously, was a mere mistake that the members generally were acquainted with his intentions to be a member, and that he had manifested his desire to some of them whom he supposed would propose him in season.

Voted, to meet at Mr. Davenport's for the year ensuing.

Voted to adjourn this meeting to Thursday evening, the eighth of December next, at six o'clock.

Received from Benjamin P. Ingalls, admission and book	L 6-1s
Received from Michael Titcomb, admission and book	L 6-1s
Received from Sewell Tappan, admission and book	L 6- s
Received from Charles C. Raboteau, admission and book	L 6- s

Delivered to treasurer

L24-2s

Dec. 8, 1791, voted, that the following report of the committee, chosen to manage and dispose of the society's estate and adjust their accounts, be accepted, viz: that they have examined the clerk's books and find them properly stated, well avouched and rightly cast, and that the treasurer's accounts are agreeable thereto, and that their estate consists of a number of securities, together with specie, as follows:

One state note of Massachusetts	L 97- 1s-6p
Samuel Hawley's bond	L 26- s- p
One share in Massachusetts bank	L150- s- p
One additional share	L165- s- p
Michael Hodge's note	L 40- s- p
Ebenezer Stocker's note	L 6-17s-3p
William Stickney's note	L 76- 3s-4p
Thomas Jones' note	L 46- s- p
Estate of Richard Stickney, deceased	L 36- s- p
Joseph Noyes	L 50- s- p
John Fletcher	L 30- s- p
William Wyer	L 19- 1s-7p
Cash on hand	L 65- 4s-9p
Treasurer's order	L 2-18s-2p

L810- 6s-7p

Interest on different securities unpaid L 51-14s-3p

EDWARD WIGGLESWORTH,
JOHN FLETCHER,
WILLIAM P. JOHNSON,
PETER LeBRETON,

Committee.

Dec. 29, 1791, received from Capt. Wyer, twenty-four pounds, ten shillings L money, being monies received by him from Massachusetts bank for a dividend declared July 1791, being number 14.

Voted, Capts. William Coombs, John Fletcher, William P. Johnson, E. Wigglesworth, and Nicholas Johnson, be a committee



RECEPTION ROOM.
LOOKING SOUTH.

to visit the widows and orphans of the deceased members, and such others of this society as they shall deem to be objects of their charity, to inquire into their circumstances, and to grant them such immediate relief as they shall think proper, and make report thereof at the next meeting, provided such relief shall not exceed ten dollars each, and that the treasurer be and he hereby is authorized and directed to answer the demands of said committee for the purposes aforesaid.

March 29, 1792, voted, to accept of the following report of the committee appointed in December last, viz: The committee appointed to inquire into the circumstances of the widows and orphans and others of this society, beg leave to report that they have attended that service and have granted to the widows, Parsons, Friend, and Pike, and Mrs. St. Barbe, three pounds each, which we have reasons to believe was very acceptable, which sum they have received from the treasurer agreeable to order. Your committee beg leave further to observe that from the best information they have been able to obtain, Mrs. St. Barbe's circumstances really merit the further assistance of this society.

Newburyport, 29th March, 1792.

WILLIAM COOMBS,

Chairman, per order.

Three pounds was given by the committee towards the support of the children of James Johnson deceased.

April 26, 1792, voted, to purchase another share in the Massachusetts bank, and that the president be desired to acquaint the cashier thereof.

June 28, 1792, voted, that the committee for managing the society's estate be desired to procure the money and make payment for one other share in the Massachusetts bank.

Voted, that twelve pounds be paid to Capt. Benjamin Rogers for boarding and clothing James Tileston for one year.

Aug. 30, 1792, voted, that Capt. William P. Johnson be agent and attorney of this society for the purpose of receiving any dividends of Massachusetts bank stock, which now are or may be due to the society and upon the receipt thereof to give due acquittance therefor, and also to represent the society at any meeting of the proprietors of said stock, and there in the name of the society to vote and do and transact any business which any proprietor of said stock can do when personally present, and the said Johnson to con-

tinue agent and attorney of this society for the purposes aforesaid, until the society shall order otherwise.

Capt. Benjamin Wyatt was proposed by Capt. R. Tappan a candidate for a member of this society.

Sept. 27, 1792, Capt. Thomas Greenleaf was proposed by Capt. William Stickney as a candidate for admission into the Marine Society.

Oct. 25, 1792, Capt. Thomas Adams was proposed by Capt. Aubin as a candidate for admission into the Marine Society.

Voted, to celebrate the anniversary of the society and that a supper be provided.

Voted, that Capts. Philip Aubin and Wyatt St. Barbe be caterers for the celebration of the anniversary.

Voted, that Capt. Isaac G. Pearson be summoned agreeable to the laws of the society for having been absent for more than six months past.

Nov. 29, 1792, officers chosen :

William Coombs, Master.

William Stickney, Deputy Master.

Nicholas Johnson, Treasurer.

Michael Hodge, Clerk.

Capt. Benjamin Wyatt was unanimously voted in as a member of the Marine Society.

Capt. Thomas Greenleaf was unanimously voted in as a member of the Marine Society.

Capt. Thomas Adams was unanimously voted in as a member of the Marine Society.

Col. E. Wigglesworth, Capts. William P. Johnson, William Wyer, Joseph Noyes and Peter Le Breton were chosen a committee to manage and dispose of the society's estate for the year ensuing and to adjust their accounts and report a state thereof at the next meeting.

Voted, to meet the ensuing year at the house of Mr. Moses Davenport.

Voted, to adjourn this meeting to next Tuesday week to meet at six o'clock, p. m.

Dec. 11, 1792, voted, that Capts. William Coombs, Joseph Noyes, Nicholas Johnson, William Russell, Wyatt St. Barbe, be a committee to visit and inquire into the situation of the widows and orphans of the deceased members of this society and of all such

others as they shall deem to be objects of the society's charity, and that they be directed to make their report at the next meeting.

Dec. 27, 1792, voted, that Capt. Benjamin Rogers be authorized (in case he should think best) to put James Tileston under the care of Mr. Joshua Brown of Newbury, on the same terms and conditions as he the said Rogers is under obligations to comply with.

The committee appointed to inquire into the circumstances of the widows and orphans of the deceased members, made a verbal report that the widows Friend, Parsons, Pike and Nichols, were in their opinion entitled to pecuniary assistance from the society. Whereupon voted, that the treasurer be and he hereby is authorized and directed to send fifteen dollars to each of the aforementioned widows in the name of the society, and this shall be sufficient warrant therefor.

Voted, that Capt. Benjamin Rogers, be and he is hereby authorized to receive from the treasury of this society, twelve pounds for boarding, clothing, etc., James Tileston, an orphan of this society, for one year, which ends in June next.

Jan. 31, 1793, voted that Capt. William Wyer be entitled to twelve pounds from the funds of this society, it being allowed for the decent support and maintenance of James Johnson, aged eight years, a son of Capt. James Johnson, deceased, late a member of this society, for one year, ending on the thirteenth day of December next, provided that Capt. Wyer shall conform to the expectations of the society by decently clothing, suitably victualing, and properly schooling, and humanely treating the said James Johnson for and during the term aforesaid.

Voted, that the following report of the committee chosen to manage and dispose of the society's estate and adjust their accounts, be accepted.

One state note for	L 97- 1s-6p
Samuel Hawley's bond	L 26- s- p
One share in Massachusetts bank	L 150- s- p
One additional share in Massachusetts bank	L 165- s- p
Michael Hodge's bond	L 40- s- p
Ebenezer Stocker's bond	L 6-17s-3p
Richard Stickney's bond	L 36- s- p
Joseph Noyes' note	L 50- s- p
William Wyer's bond	L 19- 1s-7p
Thomas Brown's bond	L 45- s- p
One double share in Massachusetts bank	L 300- s- p

Treasurer's order
Cash on hand

L 2-18s-2p
L 18-12s- p

L956-10s-6p

Newburyport, 4 January, 1793.

E. WIGGLESWORTH,
JOSEPH NOYES,
WILLIAM WYER,
PETER LeBRETON,

Committee.

April 25, 1793, Capt. John Bagley of Amesbury was proposed a candidate for admission as a member of this Marine Society by Capt. Moses Brown.

May 30, 1793, Capt. Nicholas Peirce was proposed a candidate for admission as a member of this Marine Society by Capt. Benjamin Conner.

Voted, that the treasurer be directed to pay to Capt. Benjamin Rogers, twelve pounds, ten shillings and two pence, in full for James Tileston's board for one year.

June 27, 1793, Capt. Abraham Wheelwright was proposed by Capt. Nicholas Johnson as a member, a candidate for the Marine Society.

July 25, 1793, whereas it does appear to this society from a representation of some of the members thereof, who have lately surveyed the houses which were erected on Plumb Island for the relief of distressed mariners, that considerable repairs will be wanting to put them in a condition to answer the end proposed. Therefore voted, that each member be assessed three shillings each for the purposes as aforesaid.

Capt. Offin Boardman was proposed by Capt. M. Hodge as a candidate for a member of the Marine Society.

Aug. 29, 1793, voted, that Capt. Michael Hodge be a committee to procure from Mr. Parsons a draught of a law to be presented to the General Court for their approbation, in order to secure the houses built by the Marine Society, and all others which may or are erected for the same humane purposes, from the insults and depredations to which they are now exposed.

Voted, that six shillings (in lieu of three voted last meeting) be assessed upon each member of this society for the purpose of defraying the expense of repairing said houses.

Sept. 26, 1793, voted, that the treasurer be and he hereby is authorized and directed to pay a bill presented by Capt. William

Coombs, of eight pounds, one shilling and nine pence, being for expenses for repairs of houses built on Plumb Island for the relief of unfortunate shipwreck seamen.

Capt. John Holland was proposed by Capt. Hodge as a candidate for admission into the Marine Society.

Nov. 28, 1793, officers chosen :

Capt. William Coombs, Master.

Capt. William Stickney, Deputy Master.

Capt. Nicholas Johnson, Treasurer.

Capt. Michael Hodge, Clerk.

Capt. John Bagley, Capt. Nicholas Peirce, Capt. Abraham Wheelwright, Capt. Offin Boardman, Capt. John Holland, were balloted in as members of the Marine Society.

Col. Wigglesworth, Capt. William P. Johnson, William Wyer, Joseph Noyes, and Peter LeBreton were chosen a committee to manage and dispose of the society's estate for the year ensuing.

Voted, to meet at Mr. Davenport's the ensuing year.

Voted, to celebrate our anniversary by a supper to be provided for the adjournment, and that Capt. Moses Brown and Sewell Tappan be the caterers.

Voted, to adjourn this meeting to Thursday evening, the fifth day of December next at 6 o'clock.

Dec. 5, 1793, voted, that Capts. William Coombs, Sewell Tappan, Philip Aubin, Moses Brown, and Thomas Adams, be a committee to visit the widows and orphans of the deceased members, and such others of this society as they shall deem to be objects of charity, to inquire into their circumstances, and to grant them such immediate relief as they shall think proper, and make report of their doings at the next meeting, provided such relief shall not exceed fifteen dollars to each person, and that the treasurer be and he hereby is authorized and directed to answer the demands of said committee for the purposes as aforesaid.

Dec. 26, 1793, a letter from Capt. Benjamin Conner, now in confinement, requesting the Marine Society to bail him for his appearance at the Circuit Court in June next was read, and the society having duly attended to, and considered of the nature of his request, were unanimously of opinion, that they in their corporate capacity had no power to mortgage their funds to bail any person whatever, and the large amount of the bonds demanded induced the members present to decline in their separate capacity to be-

come responsible, however strongly their feelings were touched by his unhappy situation.

Voted, to accept the following report of the committee appointed for the purpose of attending to and relieving the necessities of the widows and orphans of this society, that they had attended to the business assigned them and drawn on the treasurer for the sum of twenty-two pounds, ten shillings, which they have disposed of as follows:

To the widows Parsons, Friend, Pike, Nichols, and Fletcher, fifteen dollars each, and report that in their opinion Mrs. Nichols is entitled to further relief from the society.

Voted, that the report of the committee for settling the accounts of the society be accepted, viz: that they have examined the clerk's books and find them properly stated and well avouched, and rightly cast, and that the treasurer's accounts are agreeable thereto, and that their estate consists of a number of securities together with specie as follows, viz:

One state note of Massachusetts	L 97- 1s-6	p
One share in Massachusetts bank	L 150- s-	p
One additional share, in Massachusetts bank	L 165- s-	p
Samuel Hawley's bond	L 26- s-	p
Michael Hodge's note	L 40- s-	p
Ebenezer Stocker's note	L 6-17s-3	p
Joseph Noyes' note	L 27-11s-51-2p	
Richard Stickney's note	L 36- s-	p
William Wyer's note	L 19- 1s-7	p
Thomas Brown's note	L 45- s-	p
One double share in Massachusetts bank	L 300- s-	p
Cash on hand	L 69-11s-71-2p	
	<hr/>	
	L 982- 3s-5	p

Newburyport, December 12, 1793.

E. WIGGLESWORTH,
W. P. JOHNSON,
JOSEPH NOYES,
PETER LeBRETON,
WILLIAM WYER,

Committee.

Jan. 30, 1794, voted, that the sum of fifteen dollars be sent to the widow Nichols and that the treasurer be desired to effect it.

A letter from Capt. Benjamin Connor was received this evening and read to the society. Whereupon it was voted, that Capt.

William Coombs, Michael Hodge, and Nicholas Johnson, be desired to answer it and inform him that the members present did all decline to become bound for so large a sum as was required, but they were ready to assist him in any way in their power to make his situation comfortable.

Feb. 27, 1794, 11 present, 7 absent. No business.

March 27, 1794, 13 present, 6 absent. No business.

April 24, 1794, 6 present, 15 absent. No business.

May 29, 1794, voted, that the treasurer be authorized and directed to pay Mr. Joseph Brown, twelve pounds, ten shillings, being his account in full for boarding James Tileston, an orphan for one year past.

Oct. 30, 1794, voted, to celebrate the anniversary of the Marine Society at Mr. Moses Davenport's on the 27th of November next, and that a supper be provided.

Voted, that Capt. Russell and Capt. Wheelwright, be caterers to provide the supper at the annual meeting.

Voted, that Capt. Russell, Capt. John Coombs, and Capt. Nicholas Johnson be a committee to review and repair the houses on Plumb Island.

Capt. Benaiah Titcomb, Jr., was proposed as a candidate for admission into the Marine Society by Capt. Wyer.

Capt. Israel Young was proposed as a candidate for admission into the Marine Society, by Capt. Wyer.

Capt. William Pickett and Capt. John March, were proposed as candidates for admission into the Marine Society, by Capt. Russell.

Capt. Micajah Ingalls was proposed as a candidate for admission into the Marine Society by Capt. Stickney.

Nov. 27, 1794, officers chosen :

Capt. William Coombs, Master.

Capt. William Stickney, Deputy Master.

Capt. Nicholas Johnson, Treasurer.

Capt. Michael Hodge, Clerk.

Capt. Benaiah Titcomb, Israel Young, William Pickett, John March, and Micajah Ingalls were ballotted in members of the Marine Society of Newburyport.

Col. Wigglesworth, Capt. William P. Johnson, William Wyer, Peter Le Breton, and Abraham Wheelwright were chosen a committee to manage and dispose of the society's estate for the year ensuing.

Voted, to adjourn this meeting to Thursday evening next, being the eleventh day of December, at six o'clock.

Dec. 11, 1794, voted, that Capts. John Coombs, A. Wheelwright, William Knap, Sewall Tappan and Benaiah Titcomb, Jr., be a committee to visit the widows and orphans of the deceased members and such others of this society as they shall deem to be objects of charity, to inquire into their circumstances, and grant them such relief as they shall deem proper, provided such relief shall not exceed twenty dollars to each person, and make their report at the next meeting, and the treasurer is hereby directed and authorized to answer the demands of said committee for the purposes aforesaid.

Dec. 25, 1794, voted, to accept of the following report of the committee on donations, viz: that they have attended to the business assigned them and disposed of the following sums as follows: to the widows Parsons, Friend, Pike, and Nichols, twenty dollars each, and have drawn on the treasurer therefor. They further reported, that in their opinion, Mrs. Nichols was entitled to further relief from the society.

Voted, that the committee on donations be empowered to draw on the treasurer for a further sum of twenty dollars and dispose of it to the widow Nichols at their discretion.

Voted, that the following report of the committee for settling the accounts of the society, be accepted, viz: that they have examined the clerk's books and find them properly stated, well avouched, and rightly cast, and that the treasurer's accounts are agreeable thereto, and that the estate consists of a number of securities with specie as follows, viz:

One state note of Massachusetts	L 97- 1s-6	p
One share in Massachusetts bank	L 150- s-	p
One additional share in Massachusetts bank	L 165- s-	p
Samuel Hawley's bond	L 26- s-	p
Michael Hodge's bond	L 40- s-	p
Ebenezer Stocker's bond	L 6-17s-3	p
Richard Stickney's bond	L 36- s-	p
William Wyer's bond	L 19- 1s-7	p
One double share in Massachusetts bank	L 300- s-	p
Thomas Brown's bond	L 45- s-	p
William Wyer, Jr.'s bond	L 120- s-	p
Cash on hand	L 56-12s-3	1-2p

Newburyport, Dec. 18, 1794.

L1016-12s-7 1-2p

EDWARD WIGGLESWORTH,	}	Committee.
WILLIAM P. JOHNSON,		
PETER LeBRETON,		
ABRAHAM WHEELWRIGHT,		

Jan. 29, 1795, voted, the expense of eleven shillings and ten pence, exhibited by Capt. John Coombs for repairing the houses erected on Plumb Island, be paid by the treasurer, and that the clerk be desired to assess it on the several members in equal proportions.

March 26, 1795, Capts. Stephen Holland and Jonathan Moulton were proposed by Capt. John Holland as candidates for members.

April 30, 1795, Capt. Joseph Noyes, 4th, was proposed as a candidate for admission into the Marine Society.

Capt. Daniel Farley was proposed by Capt. Russell as a candidate for admission into the Marine Society.

June 25, 1795, Capt. Ebenezer Choate was proposed as a candidate for admission into the Marine Society.

Whereas, Capt. Henry Friend, a member of this society, advanced in life, unable to partake and join in the debates of the society by deafness, and being infirm by age, petitions the society, that the fine for non-attendance may be dispensed with in case of his absence. Therefore voted, that it is the opinion of this society that from henceforth no fine or forfeiture be had, demanded or recovered from Capt. Henry Friend, for any breach of the laws arising from his non-attendance.

Aug. 27, 1795, Capt. Samuel Chandler was proposed as a candidate for admission into the Marine Society.

Voted, that Benjamin Rogers be summoned agreeably to the laws of this society for long absence.

Oct. 28, 1795, voted, to celebrate the anniversary of the Marine Society at Moses Davenport's, and that a dinner be provided.

Voted, that Capt. Israel Young and Capt. Philip Aubin, be caterers to provide the dinner on the anniversary.

Nov. 26, 1795, officers chosen :

William Coombs, Master.

William Stickney, Deputy Master.

Nicholas Johnson, Treasurer.

Michael Hodge, Clerk.

Capt. Samuel Chandler, Joseph Noyes 4th, Ebenezer Choate, Daniel Farley, Stephen Holland, and Capt. Jonathan Moulton, were balloted in as members of the Marine Society of Newburyport.

Voted, that the accounts of this society, shall in future be kept in dollars and cents, the currency of the United States.

Voted, that twenty-two dollars be paid as entrance by each person who shall be admitted into this society.

Voted, that ten cents be demanded of each member at every monthly meeting, if present, in lieu of eight pence heretofore paid, and twenty-five cents for every member neglecting to attend at the opening of the monthly meetings in lieu of one shilling and four pence heretofore paid.

Voted, that this society will meet at Mr. Moses Davenport's for the ensuing year.

Voted, that whereas Capt. John Bagley was admitted into this society two years past and since that time has not attended at any of the monthly meetings of the society, nor made payment for his admission or of any of his monthly dues, therefore voted, that he be disfranchised and excluded the benefit of the said society.

Voted, that Capts. William P. Johnson, Abraham Wheelwright and Ebenezer Stocker, be a committee to manage and dispose of the society's estate for the ensuing year agreeably to the standing laws of the society.

Received from Capt. Joseph Noyes, entrance fee and book	\$22-16s-6m
Received from Capt. Samuel Chandler, entrance fee and book	\$22-16s-6m
Received from Capt Ebenezer Choate, entrance fee and book	\$22-16s-6m
Received from Capt William Pickett, for book	16s-6m

\$66-66s-4m

Dec. 10, 1795, voted, that Capts. William Noyes, Philip Aubin, and Ebenezer Choate, be a committee to visit the widows and orphans of deceased members and such others of the society as they shall judge fit objects of charity, to inquire into their circumstances and grant them such relief as they shall deem proper, provided such relief shall not exceed twenty-five dollars to each person, and make their report at the next meeting, and that the treasurer is hereby directed and authorized to answer the demands of the committee for the said purposes.

Dec. 31, 1795, voted, that Capt. John O'Brien be summoned for non-attendance agreeable to the bye laws of the society.

Whereas, Capt. Henry Lunt has absented himself from this society for more than two years past and has not paid up his dues, having removed with his family to Baltimore, wherefore voted, that the clerk be requested to inform Capt. Lunt by letter, that if he wishes to continue a member of this society, he must pay up his

dues within twelve months from this day and regularly discharge them once a year.

Voted, that Capts. William Coombs, E. Stocker and I. Young be a committee to answer a letter from the Marine Society of Boston, respecting erecting a light-house upon the highland of Cape Cod, requesting a copy of their petition with their reasons for fixing upon that spot and the support they expect to have in effecting the same.

Voted, that Capts. Nicholas Johnson, Joseph Noyes and Israel Young be a committee to make inquiry into the situation of James Johnson, a minor and son of the late Capt. James Johnson, and report at the next meeting the best and most suitable method the society can adopt for the welfare of the said minor.

Jan. 28, 1796, The committee on donations report that they have attended to the business assigned them and distributed to widow Parsons, 25 dollars, widow Nichols, 30 dollars, widow Friend, 25 dollars, and widow Pike, 20 dollars, and have drawn on the treasurer for the same.

Feb. 25, 1796, voted, that Capts. A. Wheelwright, William Noyes, Moses Brown, Israel Young, William Knap, E. Wigglesworth, and John Coombs, be a committee to take into consideration a book of directions of this coast with the bearings and distances of the several head-lands and seaports exhibited to this society by Capt. Furlong for their approbation. The committee are desired to be very particular in their investigation of its merits and state its defects if any, and make report at the next monthly meeting.

Voted, that a petition to Congress be preferred in the name of the Marine Society of Newburyport, praying a light-house may be erected upon Cape Cod.

Capt. Moses Brown was excused his dues during his last voyage, he having been taken, his vessel and cargo adjudicated by the Bermudians.

Voted, that the committee appointed in December to write to the Marine Society of Boston, be the committee to draft a petition to be preferred to Congress by the representatives of this district on the subject of a light-house on Cape Cod, and that they forward the same as soon as may be.

Voted, that in pursuance of the representation of the committee on donations, Mrs. Rappell be and is entitled to receive by the

hands of said committee, twenty-five dollars, and that the treasurer be authorized to pay the same.

The committee for settling the accounts of the Marine Society beg leave to report, that they have examined the clerk's books and find them properly stated, well avouched and rightly cast, and that the treasurer's accounts are agreeable thereto, and that the estate consists of a number of securities, together with specie as follows, viz:

One state note of Massachusetts	\$ 456.24.0m
Four shares in Massachusetts bank	\$2000.00.0m
Samuel Hawley's bond	\$ 86.66.7m
Michael Hodge's bond	\$ 133.33.3m
Ebenezer Stocker's bond	\$ 22.87.5m
Richard Stickney's bond	\$ 120.00.0m
William Wyer's bond	\$ 63.60.0m
Thomas Brown's bond	\$ 150.00.0m
William Wyer Jr., bond	\$ 400.00.0m
Anger March's bond	\$ 333.33.3m
Cash on hand	\$ 213.05.0m
	<hr/>
	\$3979.09.8m

Newburyport, 24th December, 1795.

WILLIAM P. JOHNSON,
ABRAHAM WHEELWRIGHT,

Committee.

March 31, 1796, voted, that the necessary expenses of the committee while actually employed in the examination of the courses and distances, etc., in Capt. Furlong's book of directions, be defrayed by the members of the Marine Society.

June 30, 1796, voted, that Capt. Thompson be informed in answer to his letter of 28th of June, requesting the approbation of this society for a branch pilot for the river Merrimack, that is necessary for him to exhibit to the society, proof that he is qualified to undertake the business, and that the clerk be desired to furnish Capt. Thompson with a copy of the foregoing vote.

Voted, that a committee be chosen to make such extracts from a letter received from Capt. St. Barbe, and read by the society this evening, as they shall judge proper, and cause it to be published in the newspapers.

Voted, that Capts. Stocker, Young and Hodge be the committee.

Aug. 25, 1796, Capt. Joseph Hills Woodman, and Capt. Paul Stevens, have been this evening proposed as candidates for admission into the Marine Society.

Sept. 29, 1796, voted, that Capt. Benjamin Perkins, Jr., be certified to his Excellency the Governor, as a person suitable in the opinion of the members present to undertake the duties of a pilot into and out of the river Merrimack, provided expressly that he does not enter into any contract or combination with any of the other pilots of the port.

Voted, to fill up and add two persons to the committee for the care of James Johnson, and they are requested to adjust the business with Capt. William Wyer, respecting him in answer to his letter of this evening, before the next meeting.

Voted, that Capt. Hodge, Capt. Stocker, and Capt. Raboteau, be a committee to act on Capt. St. Barbe's letter to the society, and make public such parts of it as they may think best.

Voted, that Capt. Wheelwright, Capt. Wyatt and Capt. William Noyes be added to the above committee.

Oct. 27, 1796, voted unanimously. that Capt. Benjamin Perkins, Jr., be certified by the clerk of this society to his Excellency, the Governor, as a person suitable and capable in the opinion of this society, for a pilot into and out of the river Merrimack.

Voted, to celebrate the anniversary of the Marine Society at Mr. Moses Davenport's, and that a dinner be provided.

Voted, that Capt. William Russell and Capt. William Pickett be caterers, to provide the dinner for the said day.

Voted, that the committee appointed to confer with Capt. William Wyer respecting James Johnson, an orphan son of Capt. James Johnson, deceased, and late a member of this society, be and hereby are authorized and impowered by and with the consent of Capt. Wyer, his guardian, to take into their care and charge the said James Johnson, to pay off the expense which has accrued since the time he left Capt. Wyer's family, to place him in any family and agree for his board or place him an apprentice as they shall think best, and also (Capt. Wyer consenting thereto) that any one of the society who may consent thereto, be impowered to take guardianship of the said James under the immediate direction of the society, and that they will indemnify the said guardian from every expense attending the same, the said expense to be paid out of the monies voted for his maintenance, until he shall be put to apprenticeship, which sum was voted in December, 1793, and further provided

Capt. Wyer shall make it appear to the said committee that the said James, has materially injured him in his property by spoil and waste, the said committee are authorized and impowered in their discretion to make him recompense.

Capt. Friend Dole, Capt. John Wiley, and Capt. Edmund Kimball are proposed as candidates for admission into the Marine Society.

Nov. 24, 1796, officers chosen :

Capt. William Coombs, Master.

Capt. William J. Johnson, Deputy Master.

Capt. Nicholas Johnson, Treasurer.

Capt. Michael Hodge, Clerk.

Capt. Joseph Hills Woodman, Paul Stevens, Friend Dole, John Wiley, and Capt. Edmund Kimball, were balloted for and admitted members of the Marine Society of Newburyport.

Capt. Jonathan Young was balloted for and for special reasons admitted a member of said Marine Society, notwithstanding he had not been proposed and stood a candidate one month at least before the annual meeting.

Voted, that each person admitted a member this evening, shall pay into the hands of the clerk, twenty-five dollars as entrance.

Voted, that Capt. William Noyes, Ebenezer Stocker, Abraham Wheelwright, Charles C. Raboteau, and Philip Aubin, be a committee to manage and dispose of the society's estate for the ensuing year agreeably to the standing laws of the society.

Voted, that this society meet at Mr. Moses Davenport's for the ensuing year.

Voted, to adjourn this meeting to this night fortnight, to meet at this place at 6 o'clock, p. m.

Received from Capt. Wiley	\$25.16.6m
Received from Capt. Young	\$25.16.6m
Received from Capt. Kimball	\$25.16.6m
Received from Capt. Dole	\$25.00.0m
Received from Capt. Holland	\$ 2.16.6m
	<hr/>
	\$102.66.0m

Dec. 29, 1796, voted, that the treasurer be authorized and directed to return to the widow of Joseph Noyes, the 4th, the monies which were received from him on his admission into this society, he not having been a member a sufficient length of time to entitle his widow or children to relief from the funds of the society.

Voted, that Peter C. Brooks be (at his request) appointed the substitute and proxy of this society to vote in the Massachusetts Bank the ensuing election.

That Capts. A. Wheelwright, William P. Johnson, Ebenezer Choate, Edmund Kimball and Moses Brown, be a committee to visit the widows and orphans of the deceased members of this society, and to grant such relief to those that they shall judge fit subjects of the society's donation as they may think proper, provided they do not exceed twenty-five dollars to each person.

The committee for settling the accounts of the Marine Society, beg leave to report, that they have examined the clerk's books, and find them properly stated, well avouched, and rightly cast, and that the treasurer's accounts are agreeable thereto, and that their estate consists of a number of securities, together with specie as follows:

One state note of Massachusetts	\$ 456.24.0m
Four shares in Massachusetts bank	\$2000.00.0m
Samuel Hawley's bond	\$ 86.66.7m
Michael Hodge's note	\$ 133.33.3m
Ebenezer Stocker's note	\$ 22.87.5m
Richard Stickney's bond	\$ 120.00.0m
William Wyer's bond	\$ 63.60.0m
Thomas Brown's bond	\$ 150.00.0m
William Wyer, Jr's. bond	\$ 400.00.0m
Angier March's bond	\$ 333.33.3m
Cash on hand	\$ 498.85.0m
	<hr/>
	\$4264.89.8m

Newburyport, Dec. 23, 1796.

WILLIAM NOYES,
A. WHEELWRIGHT,
CHARLES C. RABOTEAU,
EBENEZER STOCKER,

Committee.

Jan. 26, 1797, voted, that Capt. Moses Brown, and Capt. Raboteau, be a committee to take under their immediate care and direction, James Johnson a minor, to place him out to board upon such terms as they may agree upon, and the treasurer is hereby directed to answer their draft therefor.

Voted, that Capt. Michael Hodge be a committee to procure a new book for the records of the society, also a book suitable to transcribe the first records of said society which were kept in a

marble cover book, is much worn and defaced, and that he be desired to copy the same.

Voted, that Capt. Benjamin Rogers be summoned to attend the society.

Voted, that Capt. Henry Friend be summoned to attend the society.

Voted, that Capt. John O'Brien be summoned to attend the society.

Aug. 31, 1797, voted, that the treasurer be and he hereby is authorized and directed to pay Capt. Raboteau his bill of four dollars, fifty cents in full, for his bill of sundries, bought for James Johnson by desire of the Marine Society.

Oct. 26, 1797, voted, that Capts. Moses Brown and William Russell, be caterers to provide a dinner for the members of the Marine Society, to celebrate their anniversary on the last Thursday of next month.

Nov. 30, 1797, officers chosen :

Capt. William Coombs, Master.

Capt. William P. Johnson, Deputy Master.

Capt. Nicholas Johnson, Treasurer.

Capt. Michael Hodge, Clerk.

Voted, that Capts. William Noyes, Ebenezer Stocker, Charles C. Raboteau, A. Wheelwright, and Philip Aubin, be a committee to manage and dispose of the society's estate for the ensuing year agreeably to the standing laws of the society.

Voted, to meet at Mr. Moses Davenport's the ensuing year.

Voted, that Capts. Philip Aubin, Isaac G. Parsons, Joseph Noyes, Abraham Wheelwright, and Edmund Kimball, be a committee to visit the widows and orphans of the deceased members of this society, to inquire into their circumstances, and grant them such relief as they shall deem proper, provided such relief shall not exceed twenty-five dollars to any one person.

Capt. George Jenkins and Samuel Rolfe are proposed as candidates for admission into this society at the next yearly meeting.

Jan. 25, 1798, Capt. Benjamin Perkins, a pilot into and out of the river Merrimack, requests the Marine Society to recommend a Mr. Joseph Lunt Colby, for a pilot into and out of the river Merrimack, as he finds it exceedingly inconvenient to perform the duties of a pilot alone.

The committee for settling the accounts of the Marine Society, beg leave to report, that they have examined the clerk's books and

find them properly stated, well avouched, and rightly cast, and that the treasurer's accounts are agreeable thereto, and that their estate consists of a number of securities, together with specie, as follows:

One state note of Massachusetts	\$ 456.24.0m
Four shares in Massachusetts bank	\$2000.00.0m
Samuel Hawley's bond	\$ 86.66.7m
Michael Hodge's bond	\$ 133.33.3m
Richard Stickney's bond	\$ 120.00.0m
William Wyer Jr's, bond	\$ 400.00.0m
Angier March's bond	\$ 333.33.3m
Ebenezer Stocker's bond	\$ 322.87.3m
Cash in the hands of the treasurer	\$ 398.64.6m
	<hr/>
	\$4251.09.2m

Newburyport, Jan. 24, 1798.

EBENEZER STOCKER,
ABRAHAM WHEELWRIGHT,
CHARLES C. RABOTEAU,
PHILIP AUBIN,

Committee.

Voted, that Capts. Wyer, Russell and Jonathan Young, be a committee to take into consideration a letter from Mr. Edmund M. Blunt to the Marine Society, received this evening, and make report thereof to the society as soon as may be convenient.

Voted, that in case the foregoing committee should report in favor of Mr. Edmund M. Blunt's chart, this society will write to the Marine Society at Salem, recommending the same and request their concurrence therein.

Feb. 22, 1798, voted, that Capts. Hodge, Joseph Noyes, and Wheelwright be a committee to make answer to a letter from Martha Howard to Capt. Joseph Noyes, relating to her son, James Johnson, and take such measures respecting the said lad as they shall judge fit and proper.

Whereas, application has been made to this society for their approbation of Joseph Lunt Colby as a suitable person for a pilot into and out of the river Merrimack, thereupon voted, that it is considered by the society necessary for him to procure from the merchants of the town such a recommendation as shall be satisfactory to the society, and in all future applications to this society of the like kind, such a recommendation will be indispensable.

March 29, 1798, voted, that Mr. Joseph Lunt Colby be recommended to his Excellency, the Governor, as a fit and suitable person for a pilot into and out of the river Merrimack.

May 31, 1798, voted, that Capt. William Wyer be allowed ten per centum upon the amount of Mr. Hawley's bond due to this society, provided that the said William Wyer shall secure to the society agreeably to their laws the remainder of the said bond after the ten per centum is deducted.

Voted, that Capt. Abraham Wheelwright be agent and attorney of this society with power to receive for the use of the said society any sum or sums of money which may be found due to the said society from the estate of Richard Stickney, late of Newbury, yeoman, deceased, with power in the name of the Marine Society of Newburyport, to commence and prosecute to final judgment and execution any suits or actions which may be necessary to affect the premises, and upon receipt of such sum or sums as aforesaid to give in the name of the said Marine Society due acquittances therefor, the said society engaging to ratify what their said agent and attorney may lawfully do or cause to be done on the premises.

June 28, 1798, voted, that Capts. Joseph Noyes, Moses Brown, William Noyes, Jonathan Young and William Russell, be a committee to examine at the request of Mr. Edmund Blunt, a new intended publication of his, called The American Coast Pilot, and make report thereof to this society.

Oct. 25, 1798, voted that the anniversary of this society be celebrated at Mr. Moses Davenport's, and that a suitable dinner be provided.

Capt. Eleaser Johnson is proposed a candidate for admission into the Marine Society, by Capt. Richard Tappan.

Voted, that every member of this society be entitled to invite his friend to the anniversary, paying his club.

Nov. 29, 1798, whereas, Capt. Ebenezer Hoyt did make application to a member of this society one month before the annual meeting, to be proposed as a candidate for admission, which the said member through forgetfulness did not do, therefore voted, that he be entitled to stand as a candidate for admission, his not being proposed in season, notwithstanding. Officers chosen :

Capt. William Coombs, Master.

Capt. William Peirce Johnson, Deputy Master.

Capt. Nicholas Johnson, Treasurer.

Capt. Michael Hodge, Clerk.

Voted, that the meeting of the society be held at Mr. Moses Davenport's for the year ensuing.

Capt. George Jenkins was unanimously admitted a member of this society.

Capt. Samuel Rolfe was unanimously admitted a member of this society.

Capt. Eleazer Johnson was unanimously admitted a member of this society.

Capt. Ebenezer Hoyt was unanimously admitted a member of this society.

Voted, that each person admitted a member of the Marine Society be held to pay twenty-six dollars to the funds of said society upon their admittance.

Voted, that this meeting stand adjourned to Thursday evening next, then to meet at Mr. Davenport's at 6 o'clock.

Dec. 6, 1798, voted that Capt. William Noyes, Ebenezer Stocker, Charles C. Raboteau, Philip Aubin, and William Russell be a committee to manage and dispose of the society's estate for the ensuing year agreeably to the 10th article of the bye-laws.

Voted, that Captains Ebenezer Choate, Jonathan Young, Jonathan Moulton, Abraham Wheelwright and Joseph Noyes, be a committee to visit the widows and orphans of the deceased members of this society, to inquire into their circumstances and grant them such relief as they shall think proper, provided such relief does not exceed thirty dollars to each person.

Jan. 31, 1799, voted, that Capts. Jonathan Young, William Russell, and Joseph Noyes be a committee to collect the dates and time of the decease of the members of the Marine Society and the places where they so deceased.

Feb. 28, 1799, voted, that Capt. William Wyer be a committee to call upon Captains Friend and Rogers, and inform them that it is the opinion, and will be expected by the society that they meet with them on their next monthly meeting, and they pay up their dues.

Voted, that the committee for managing the society's estate be directed to invest the monies now on hand, and also all other monies that may be collected before the next annual meeting in the public securities of the United States at the lowest market.

Voted, that Capt. Charles C. Raboteau be agent and attorney of this society for the purposes of receiving any dividends of Massachusetts bank stock, which now are or may be due to this society and upon the receipt thereof to give due acquittance therefor, and also to represent the society at any meetings of the proprietors of

said stock, and there in the name of the society to vote, do and transact any business which any proprietor of said stock can do when personally present, and the said Raboteau to continue agent and attorney of this society for the purposes aforesaid until the society shall order otherwise.

Voted, that Capt. Conner be summoned agreeably to the bye laws of the society.

Voted, that Capt. Lunt be summoned agreeably to the bye laws of the society.

March 28, 1799, Capt. Benjamin Rogers appeared this evening agreeably to the desire of the society.

Capt. Friend did not appear, but sent a message that he would on the next monthly meeting.

Voted, that Capt. Benjamin Rogers be excused his fines and dues to this society up to this date.

May 30, 1799, voted, that the committee for managing and disposing of the society's estate be and hereby are authorized to loan to Capt. Benjamin Rogers, two hundred and fifty dollars, he giving such security as the laws of the Marine Society directs, any former vote of the society respecting the disposal of their monies, notwithstanding.

Oct. 31, 1799, voted, to excuse Capt. Peter Le Breton from his attendance on the Marine Society for the months of December, January, February and March next following, agreeable to the prayer of his petition on account of infirmities.

Voted, to celebrate the anniversary by a dinner.

Voted, that Capt. Jonathan Young and Capt. Sewell Tappan be caterers to provide a dinner on the day of the adjournment of the annual meeting.

Nov. 28, 1799, voted, the terms of Master, deputy master and clerk used in the society be altered to president, vice president, and secretary.

Officers chosen :

Capt. William Coombs, President.

Capt. William Peirce Johnson, Vice President.

Capt. Nicholas Johnson, Treasurer.

Capt. Michael Hodge, Secretary.

Voted, that whereas Capt. Jonathan Young declares that he was to have proposed Capt. Jonathan Dalton as a candidate for a member of this society, that he mentioned it to the president and some other members, and as he really supposed that was sufficient

therefore the said Jonathan Dalton was balloted for and admitted as a member.

Voted, that Capt. Henry Lunt, a member of this society, having long absented himself from this society, and the summons by the president agreeable to the laws to appear, has paid no attention, has neglected for years to pay up his dues, and for his otherwise notorious misbehavior, be disfranchised from the Marine Society and excluded the benefit of the box.

Voted, to excuse Capt. Nicholas Johnson from serving as treasurer, at his own request.

Capt. William Russell was chosen treasurer.

Voted, that this society will meet at Mr. Moses Davenport's house for the year ensuing.

Voted, that Capts. Ebenezer Stocker, Charles C. Raboteau, Philip Aubin, William Russell and Israel Young, be a committee to manage and dispose of the society's estate for the ensuing year agreeable to the 10th article of the bye laws.

Voted, that Captains Jonathan Young, John Coombs, Isaac G. Pearson, Samuel Rolfe, and William Knap, be a committee to visit the widows and orphans of the deceased members of this society, to inquire into their circumstances, and grant them such relief as they think proper, provided such relief does not exceed twenty dollars to each person.

Voted, that twenty-six dollars be demanded of each person admitted into the society.

Voted, that Capt. Benjamin Conner, a member of this society, having long absented himself from the society, and the summons agreeable to the laws to appear, has not paid attention thereto, and has neglected to pay up his dues for more than two years past, be and he hereby is disfranchised from the Marine Society and excluded from the benefit of the box.

Dec. 12, 1799, voted, that the thanks of this society be and hereby is given to Capt. Nicholas Johnson for his past services as their treasurer.

A motion made by Capt. Wyer, that the clergy of the town of Newburyport be invited to dine with the Marine Society on their next anniversary.

Dec. 26, 1799, voted, that the members present will pay each one's proportion of a sum of money, the committee on donations advanced to Mrs. Wiley under the idea of her being a subject of their commission.

The committee for settling the accounts of the Marine Society beg leave to report that they have examined the clerk's books and find them properly stated, well avouched and rightly cast, and that the treasurer's accounts are agreeable thereto, and that their estate consists of securities, together with specie as follows:

One state note of Massachusetts	\$ 456.24.0m
Four shares in the Massachusetts bank	\$2000.00.0m
William Wyer, Jr's., bond	\$ 400.00.0m
Angier March's bond	\$ 333.33.3m
Ebenezer Stocker, bank security	\$ 700.00.0m
William Wyer, Sr., note	\$ 93.33.0m
Benjamin Rogers' bond	\$ 250.00.0m
Richard Stickney's bond now in suit under the care of Capt. Abraham Wheelwright	\$ 120.00.0m
Cash in the hands of the treasurer	\$ 467.81.0m
	<hr/>
	\$4820.71.3m

Newburyport, Dec. 24, 1799.

PHILIP AUBIN
ISRAEL YOUNG,
EBENEZER STOCKER,
WILLIAM RUSSELL,

Committee.

Jan. 30, 1800, voted, that the treasurer be and he hereby is specially directed and authorized to invest the monies that now is or may be on hand, during the present year, in the stock of the United States, the Navy, to have the preference, and the committee for managing and disposing of the society's estate be and they are hereby directed to call upon all those who are indebted to the said society, for immediate payment, and that they collect in the monies as soon as may be.

Voted, that five dollars be given to widow E. Knap.

Capt. William Thomas has been proposed by Capt. Woodman as a candidate for the Marine Society.

April 24, 1800, voted, that Capt. Israel Young be and he hereby is invested by this society with full power and authority in their behalf to convey a tract of land, which was set off to them by execution against the estate of Richard Stickney, late of Newbury, deceased, and to sign any instrument necessary for that purpose.

Oct. 30, 1800, Capt. Abel Lunt was nominated as a candidate for admission into the Marine Society.

Nov. 27, 1800, officers chosen :

Capt. William Coombs, President.

Capt. William P. Johnson, Vice President.

Capt. William Russell, Treasurer.

Capt. Michael Hodge, Secretary.

Voted, that the society will meet at Mr. Moses Davenport's for the ensuing year.

Voted, that when this meeting is adjourned it be adjourned to Thursday, the 11th day of December next, and that a public dinner be provided for said day.

Capt. William Thomas was unanimously admitted a member of the Marine Society.

Capt. Abel Lunt was unanimously admitted a member of the Marine Society.

Voted, that Capts. Nicholas Johnson, Benjamin Wyatt, Abraham Wheelwright, Israel Young and William Noyes, be a committee to manage and dispose of the society's estate for the ensuing year agreeably to the 10th article of the bye laws.

Voted, that twenty-seven dollars be demanded from each person admitted a member of this society.

Voted, that Capts. Nicholas Johnson and Edmund Kimball be caterers to provide the public dinner.

Dec. 25, 1800, voted, that Capt. John Coombs, Benjamin Wyatt, Edmund Kimball, Wyatt St. Barbe and Charles C. Raboteau, be a committee to visit the widows and orphans of deceased members of this society, inquire into their circumstances, and grant them such relief as they shall think proper, provided such relief does not exceed twenty dollars to each person.

Voted, that the treasurer be directed to advance to the aforesaid committee a sum not exceeding twenty dollars to each person, subject to the society's charity.

The committee for settling the accounts of the society beg leave to report, that they have examined the secretary's books and find them properly stated, well avouched and rightly cast, and that the treasurer's accounts are agreeable thereto, and that the estate consists of a number of securities, together with specie as follows :

One Massachusetts state note	\$ 456.24.0m
Navy, six per cent. stock	\$ 900.00.0m
Four shares in Massachusetts bank	\$2000.00.0m
William Wyer, Jr's., bond	\$ 200.00.0m
Angier March's bond	\$ 333.33.3m

Ebenezer Stocker's bond	\$ 700.00.0m
William Wyer's bond	\$ 93.33.0m
Benjamin Rogers' bond	\$ 250.00.0m
Cash on hand	\$ 432.37.0m

\$5565.27.3m

Newburyport, Dec. 9, 1800

NICHOLAS JOHNSON,
ABRAHAM WHEELWRIGHT,
BENJAMIN WYATT,
ISRAEL YOUNG,

Committee.

Jan. 29, 1801, voted, that Capts. Stocker, Wheelwright and William P. Johnson, be a committee to confer with the pilots of this harbor on the subject matter laid before this society by a large number of the mercantile interests in this town.

Feb. 26, 1801, the committee appointed by this society on the representation of a number of the merchants in this town respecting the conduct of the pilots of this harbor, beg leave to report that they have conferred with the pilots on the subject matter of a complaint against them, and have obtained proposals from the pilots, which if agreeable to the merchants, will, we think, cure the evils complained of.

Voted, that the same committee be desired to furnish the merchants with a copy of the pilots proposals and receive from them their opinion respecting the same.

March 26, 1801, voted, that the treasurer be and he is hereby authorized to supply Capt. Benjamin Rogers five dollars a month in such necessaries as he shall judge most expedient, until the next annual meeting, he being a subject of the society's attention.

Capt. Samuel Chase was proposed a candidate for admission into the Marine Society.

Voted, that Capts. Michael Hodge, Wyatt St. Barbe, Israel Young, William Coombs, and Nicholas Johnson, be a committee to attend to the communications of Capt. James Merrill and Stanton Prentis, respecting their ideas of having discovered a plan by which longitude may be discovered.

April 30, 1801, voted, that Capts. William Coombs, Israel Young, and Nicholas Johnson, be a committee to confer with the merchants in presence of the pilots respecting some amendments in the agreement with the said pilots, which the society think may be necessary.

June 25, 1801, Capt. Jacob Stone was proposed by Capt. Abraham Wheelwright, a candidate for admission as a member into the Marine Society.

Voted, that Capt. John O'Brien be summoned by the president agreeable to the laws of the society for long absence therefrom.

July 30, 1801, Capt. John Sewell Hodge was proposed as a candidate for admission into the Marine Society.

Sept. 24, 1801, voted, that the treasurer be and he is hereby directed to advance to the widow Rachel Knap, fifteen dollars as a temporary relief agreeably to her petition for that purpose.

Oct. 29, 1801, voted, to celebrate the anniversary of the Marine Society by a public dinner.

Whereas, it has been suggested by some of the members of the Marine Society, that Capt. Samuel Chase had been mentioned as a candidate, it was therefore considered that he remain on the books a candidate notwithstanding no positive recollection from any member can be had.

Nov. 26, 1801, officers chosen:

Capt. William Coombs, President.

Capt. William P. Johnson, Vice President.

Capt. William Russell, Treasurer.

Capt. Michael Hodge, Secretary.

Capt. Jacob Stone was admitted a member of the Marine Society of Newburyport.

Capt. John Sewell Hodge was admitted a member of the Marine Society of Newburyport.

Capt. Samuel Chase was admitted a member of the Marine Society of Newburyport.

Voted, that this society will meet at Mr. Moses Davenport's for the ensuing year.

Dec. 10, 1801, voted, that Capts. Nicholas Johnson, Benjamin Wyatt, Abraham Wheelwright, Israel Young, and William Noyes, be a committee to manage and dispose of the society's estate for the ensuing year.

Voted, that Capts. John Coombs, Edmund Kimball, Charles C. Raboteau, Benjamin Wyatt, and Jonathan Moulton, be a committee to visit the widows and orphans of the deceased members of this society, to inquire into their circumstances, and grant them such relief as they shall think proper, provided such relief does not exceed twenty-five dollars to each person.

Voted, that the treasurer be authorized and directed to advance to the aforesaid committee a sum not exceeding twenty-five dollars to each person, subject in the said committee's opinion to such relief.

Voted, that twenty-seven dollars be demanded for admittance into the Marine Society.

Dec. 31, 1801, the committee for settling the accounts of the Marine Society of Newburyport, beg leave to report, that they have examined the clerk's books and find them properly stated, well avouched, and rightly cast, and that the treasurer's accounts are agreeable thereto, and that their estate consists of securities, together with cash as follows:

One state note of Massachusetts	\$ 456.24
Four shares in Massachusetts bank	\$2000.00
Navy, six per cent. stock	\$1500.00
One loan office certificate	\$ 600.00
William Wyer, Jr., bond	\$ 200.00
Ebenezer Stocker's note	\$ 700.00
William Wyer, Sr.'s note	\$ 93.33
Benjamin Rogers, bond	\$ 250.00
Cash on hand	\$ 92.05
	<hr/>
	\$5891.62

Newburyport, Dec. 17, 1801.

NICHOLAS JOHNSON,
WILLIAM NOYES,
BENJAMIN WYATT,
ISRAEL YOUNG,
A. WHEELWRIGHT,

Committee.

Jan. 28, 1802, voted, that the thanks of this society be given to Capt. Charles C. Raboteau for his care and attention in receiving (free of expense to the society) the interest due on their stock at Boston, for a long time past.

May 27, 1802, Capt. William Orne was proposed as a candidate for admission into the Marine Society, by Capt. Hoyt.

Capt. Isaac Stone was proposed as a candidate for admission into the Marine Society, by Capt. Toppan.

Capt. Joseph Lunt was proposed as a candidate for admission into the Marine Society, by Capt. Toppan.

Sept. 30, 1802, Capt. James Myers was proposed as a candidate for admission into the Marine Society, by Capt. Knap.

Oct. 28, 1802, Capt. Benjamin Peirce was proposed as a candidate for admission into the Marine Society by Capt. Stocker.

In the absence of Capt. Hodge, secretary, it was voted that Capt. Ebenezer Stocker act as secretary pro tem.

Voted, unanimously, that this society considering the long and faithful services of Michael Hodge, their secretary, and as a mark of their gratitude and esteem, direct that a silver tankard to contain a beer quart with a suitable inscription thereon, be presented to him.

Voted, that Capts. William Coombs, William P. Johnson, and William Russell, be and hereby are appointed a committee to carry the foregoing vote into effect, and to draw upon the treasurer for the amount.

Nov. 25, 1802, officers chosen :

Capt. William Coombs, President.

Capt. William P. Johnson, Vice President.

Capt. William Russell, Treasurer.

Capt. Michael Hodge, Secretary.

Voted, that this society shall not exceed at any one time, 60 members.

Voted, that Capt. Henry Friend and Capt. Benjamin Rogers, be invited to dine with the society on their anniversary, at the expense of the members present at said anniversary.

Voted, to meet at Mr. Moses Davenport's for the ensuing year.

Voted, that Capt. Benjamin Rogers be supplied by the treasurer with five dollars a month for the year ensuing.

Capt. William Orne was unanimously elected a member of this society.

Capt. Isaac Stone was unanimously elected a member of this society.

Capt. Joseph Lunt was unanimously elected a member of this society.

Capt. James Myers was unanimously elected a member of this society.

Capt. Benjamin Peirce was unanimously elected a member of this society.

Voted, that Capts. Nicholas Johnson, Benjamin Wyatt, Abraham Wheelwright, Israel Young, and William Noyes, be a committee for the disposing and managing of the society's estate for

the year ensuing agreeable to the 10th article of the bye-laws of the said society.

Voted, that Capts. A. Wheelwright, John Coombs, Joseph H. Woodman, Israel Young, and Nicholas Johnson, be a committee to visit the widows and orphans of the deceased members of this society, to inquire into their circumstances, and grant them such relief as they shall think proper, provided such relief does not exceed thirty dollars to each person.

Voted, that Capts. William Russell and Wyatt St. Barbe be caterers to provide the public dinner.

Voted, that the treasurer of this society be and he hereby is authorized and directed to answer the drafts made by the committee for visiting the widows and orphans agreeably to a vote of the society of this evening, and also to supply Capt. Rogers agreeably to the foregoing vote.

Voted, to adjourn this meeting to Thursday evening, the 9th day of December next ensuing, at six o'clock p. m.

Dec. 9, 1802, voted, that the committee for managing and disposing of the society's estate, be advised to subscribe for ten shares in the new contemplated bank in this town, in the name of this society, and that the treasurer be and he is hereby directed to answer the drafts of the committee for that purpose.

Received from Capt. Isaac Stone	\$27.00.0
Book	16.5
Received from Capt. Benjamin Peirce	\$27.00.0
Book	16.5
	<hr/>
	\$54.33

Dec. 30, 1802, on the application of Edmund M. Blunt, to this society by letter requesting a copy of their votes respecting James Johnson, a minor, it was voted, that the committee who were appointed to the care of the said James Johnson after he left Capt. Wyer's family, be requested to confer with Mr. Blunt on the subject matter of his request, and give him such information of the doings of the society respecting the said James, as they shall deem fit and proper.

The committee for settling the society's accounts beg leave to report as follows:

One state note, Massachusetts	\$ 456.24
Four shares in Massachusetts bank	\$2000.00
United States, six per cent. stock	\$ 600.00
Benjamin Rogers, bond	\$ 250.00
Six per cent. stock, New Hampshire	\$1007.92
Navy, six per cent. stock	\$1500.00
Cash on hand	\$ 820.53
	<hr/>
	\$6634.69

Newburyport, Dec. 29, 1802.

NICHOLAS JOHNSON,
WILLIAM NOYES,
BENJAMIN WYATT,
ISRAEL YOUNG,

Committee.

We the committee for distributing the donations for the relief of the indigent widows and orphans of the deceased members of the Marine Society, do hereby report, that we have received from the treasurer, eighty dollars and distributed the same as follows:

Widow Friend	\$20.00
Widow Rapall	\$20.00
Widow Nichols	\$20.00
Widow Dole	\$20.00

NICHOLAS JOHNSON,
A. WHEELWRIGHT,
JOHN COOMBS,
ISRAEL YOUNG,

Committee.

April 28, 1803, voted, that Michael Hodge be and he hereby is appointed agent and attorney for this society to receive any dividends of the stock of the said society which are due or may hereafter become due, standing in the books of William Gardner, Esq., Commissioner of the United States Loan Office, in the state of New Hampshire, and upon the receipt thereof to give due acquittances therefor, also for any dividends heretofore received by him for the account of said society, the said Michael Hodge to retain the power and authority above granted him until it shall be otherwise ordered by the said society, and that Capt. William Coombs, our president, be and he hereby is authorized and empowered to sign a letter of attorney for the above said purpose.

Sept. 29, 1803, Capt. Jonathan Titcomb was proposed for membership, by Capt. E. Johnson.

Capt. Peter Le Breton, Jr., was proposed for membership.

Oct. 27, 1803, whereas, Capt. John Somerby, a branch pilot, has addressed this society in writing, requesting them to recommend him as superintendent or keeper of the light-houses on Plumb Island, the present keeper being about to resign, therefore, it was voted that Capt. John Somerby be recommended by the society to be keeper of the lights as aforesaid, provided the several branch pilots of Newbury and Newburyport be equal sharers in the profits thereof, and that Capt. Somerby give full satisfaction to the society of his compliance therewith.

Voted, that Capts. William Coombs, William P. Johnson and Michael Hodge be a committee to carry the foregoing vote into effect.

Nov. 24, 1803, officers chosen :

Capt. William Coombs, President.

Capt. William P. Johnson, Vice President.

Capt. William Russell, Treasurer.

Capt. Michael Hodge, Secretary.

Capt. Peter Le Breton, Jr., was elected a member of the society.

Capt. Jonathan Titcomb was elected a member of the society.

Voted, that Capts. Nicholas Johnson, Benjamin Wyatt, A. Wheelwright, Israel Young, and William Noyes, be a committee for disposing and managing of the society's estate for the ensuing year.

Voted, that Capts. Wyatt St. Barbe, John Coombs, William Pickett, George Jenkins, and Sewell Tappan, be a committee to visit the widows and orphans of the deceased members of this society, to inquire into their circumstances, and grant them such relief as they shall judge proper, provided such relief does not exceed thirty dollars to each person.

Voted, that the treasurer be and he is hereby authorized to honor the draft of the committee for the above purpose.

Voted, that the treasurer be and he is hereby requested to call upon Capt. Friend for his dues to the society.

Voted, that Capts. William Wyer, Isaac G. Pearson and Daniel Farley, be cited by the president to appear at the next monthly meeting, and there inform the society of the reason of their long absence from the society, and to pay up their dues.

Voted, that the treasurer be and he is hereby authorized to supply Capt. Benjamin Rogers to the amount of seven dollars monthly, for the year ensuing in such necessities for himself and family as he in his discretion shall judge most suitable.

Voted, that this society will hold their meetings at this house of Mr. Davenport's for the year ensuing.

Whereas, Capt. Joseph Lunt was admitted a member of this society in 1802, and since that time has not attended any of their monthly meetings nor paid in his admission or any of his monthly dues, therefore, it was voted that he be and he is hereby disfranchised from the said society and excluded from the benefit of the box.

Voted that Capts. Benjamin Rogers and Edward Wigglesworth be excused from paying up the dues now standing against them in the society's books, and that all future dues to the society be remitted to them on account of their adverse circumstances in life.

Voted, that the secretary be a committee to procure to be printed, a new edition of the laws of this Marine Society, and to have inserted therein the names of all its members who have been admitted and the time of their admission against their names, respectfully, and to draw upon the treasurer for the expense thereof, who is hereby authorized to pay the said draft.

Dec. 29, 1803, whereas Capts. William Wyer and Joseph Noyes hath represented to this society the great inconvenience of their punctual attendance on the monthly meetings, being far advanced in life by reason of the infirmities incident to old age, and request that the society would excuse them from all fines for non-attendance, which they otherwise would be subject to, therefore, voted, that Capts. William Wyer and Joseph Noyes be and they hereby are, for reasons before assigned, excused from henceforth paying any fines for non-attendance upon the monthly meetings, any law to the contrary notwithstanding.

Voted, that Capt. Nicholas Johnson be agent and attorney to this society, to receive all dividends on the stock belonging to this society standing on the books of Thomas Perkins, Esq., Commissioner of Loans in Boston, also all dividends of bank stock and interest on Massachusetts state notes, and upon receipt thereof to give due acquittances therefor in the name of the said society.

Voted, at the request of Mr. Blunt, that a committee of seven be appointed to examine the fourth edition of the American Coast

Pilot, now in the press and to approve or disapprove of the same in whole or in part as they shall think proper.

Estate of the society:

One Massachusetts state note	\$ 364.99
Navy, six per cent. stock	\$1500.00
Four shares Massachusetts bank	\$2000.00
Certificate in loan office, Mass.	\$ 600.00
Certificate in loan office, N. H.	\$1007.92
Benjamin Rogers, bond	\$ 250.00
Thirteen shares, Newburyport bank	\$ 975.00
Cash in treasurer's hands	\$ 211.00
	<hr/>
	\$6908.91

Newburyport, 21 December, 1803.

NICHOLAS JOHNSON,
A. WHEELWRIGHT,
BENJAMIN WYATT,
ISRAEL YOUNG,

Committee.

Feb. 23, 1804, voted, that Mr. Tristram Lunt of Newbury, be recommended by the Marine Society of Newburyport, to the Governor and Council of this Commonwealth, as a fit and suitable person for a pilot into and out of the river Merrimack.

Nov. 29, 1804, officers chosen:

Capt. Michael Hodge, President.

Capt. Nicholas Johnson, Vice President.

Capt. Benjamin Wyatt, Treasurer.

Capt. Abraham Wheelwright, Secretary.

Capt. Moses Brown, Jr., was admitted a member of the Marine Society.

Capt. Charles Hodge was admitted a member of the Marine Society.

Capt. John N. Cushing was admitted a member of the Marine Society.

Capt. Joseph Brown, 3rd, was admitted a member of the Marine Society.

Voted, that Capts. Michael Hodge, Nicholas Johnson, Israel Young, Edmund Kimball, and Ebenezer Stocker, be a committee for managing and disposing of the estate of the Marine Society for the year ensuing agreeably to the 10th article of the bye-laws of the said society.

Voted, that Capts. Wyatt St. Barbe, Samuel Rolfe, Samuel Chase, Edmund Kimball, and William Knap, be a committee to visit the widows and orphans of the deceased members of this society, to inquire into their circumstances and grant them such relief as they shall judge fit and proper, provided such relief shall not exceed thirty dollars to each person, and that the treasurer be and he is hereby authorized to answer their draft therefor.

Voted, that William Russell be and he hereby is appointed a committee to supply Capt. Benjamin Rogers with seven dollars monthly, during the year, in such a manner as he in his discretion shall judge most fit and proper, for the relief of him and his family.

Voted, that this society will hold their meetings at this house, kept by Mr. Perkins, for the year ensuing.

Voted, to celebrate the anniversary of the Marine Society, at Mr. Perkins' on the 13th of December next, and that a public dinner be provided on the occasion.

Voted, that the thanks of this society be given to Capt. William Coombs for his many and eminent services as a member, and during the long period that he presided over the said society as their master, he having by letter declined a re-election, and that from this time henceforth no fines or forfeitures for non-attendance upon the society at their stated meetings be demanded or received from him, any law to the contrary notwithstanding.

Voted, that the thanks of this society be given Capt. William Russell for his services as their treasurer for a number of years past, he having declined serving as treasurer again.

Voted, that the thanks of this society be given to Capt. Michael Hodge for his services as their clerk for more than twenty years past.

Voted, that the sum of twenty-seven dollars be demanded from every person admitted as a member of the Marine Society.

Dec. 13, 1804, met as per adjournment and partook of a dinner.

Jan. 31, 1805, on a written application of Mrs. H. Knap for relief from this society, it was voted that Capt. Benjamin Wyatt, William Russell, and Sewell Toppan, be a committee to inquire into the circumstances of Mrs. Hannah Knapp, widow of Anthony Knapp, and if in their judgment her circumstances should require it, they are impowered to draw on the treasurer for a sum not exceeding thirty dollars.

Voted, unanimously, that the above committee be empowered to defray the expenses of repairing the damage done Mrs. Aubin by the blowing down of her chimney, they are empowered to draw on the treasurer for the amount.

Funds of the society :

Four shares in Massachusetts bank	\$2000.00
Thirteen shares in Newburyport bank	\$1300.00
Navy, six per cent. stock	\$1500.00
Massachusetts, six per cent. stock	\$ 600.00
New Hampshire, six per cent. stock	\$1007.92
One Massachusetts state note	\$ 291.99
Benjamin Rogers, bond	\$ 250.00
Cash on hand	\$ 305.62
	<hr/>
	\$7255.53

December 19, 1804.

Signed,

BENJAMIN WYATT.

Feb. 28, 1805, voted, to accept the report of the committee as follows :

Gentlemen of the Marine Society :

We the subscribers being appointed a committee to make inquiry into the particular situation of Mrs. H. Knapp, report that we find her circumstances require immediate relief, and is an object of our future attention, we have drawn on the treasurer for the sum of twenty-five dollars which has been paid her. Likewise we have drawn on the treasurer for a further sum of twenty dollars, which has been paid to Mrs. A. Aubin agreeable to the vote of the society.

BENJAMIN WYATT,
WILLIAM RUSSELL,
SEWELL TOPPAN,

Committee.

March 28, 1805, voted, that Capt. Daniel Farley be dismissed from the society by his request.

Sept. 26, 1805, voted, that the committee on donations be and hereby are authorized to draw on the treasurer for sixteen dollars and pay the same to the widow of William Knapp, deceased, and the treasurer be directed to pay the same.

Oct. 31, 1805, Capt. Thomas Morrison, (by letter), expressed his desire to become a member of this society.

Capt. Jeremiah Young was proposed by Capt. Isaac Stone as a candidate for admission into the Marine Society.

Voted, to celebrate the anniversary of this society at Mr. Perkins' by a public dinner on the thirteenth day of December next.

That Capt. William Russell and Capt. Titcomb be caterers for providing the dinner.

Nov. 28, 1805, officers chosen :

Capt. Michael Hodge, President.

Capt. Nicholas Johnson, Vice President.

Capt. Benjamin Wyatt, Treasurer.

Capt. Abraham Wheelwright, Secretary.

Capt. Thomas Morrison and Capt. Jeremiah Young were unanimously admitted members of this society.

Voted, that Capts. Michael Hodge, Nicholas Johnson, Israel Young, Edmund Kimball, and Ebenezer Stocker, be a committee to manage the funds and estate of the society for the ensuing year.

Voted, that Capts. Wyatt St. Barbe, Michael Titcomb, Sewell Toppan, Samuel Chase, and Edmund Kimball, be a committee to supply the widows and orphans of the society the ensuing year, not to exceed thirty dollars to any person.

Voted, that Capt. William Russell is authorized to supply Capt. Benjamin Rogers with seven dollars per month for the relief of himself and family.

Voted, that the sum the new members shall pay on admission into the society, the ensuing year shall be twenty-seven dollars.

Voted, that the society meet at Mr. Perkins' the year ensuing.

Voted, that this meeting be adjourned to the second Thursday in December at one-half past one o'clock.

Dec. 26, 1805, Capt. Isaac Adams was proposed as a candidate for admission into this society by Capt. George Jenkins.

Capt. Joseph Seveir was proposed by Capt. William Russell.

Feb. 27, 1806, voted, that the society will pay Capt. William Russell, eight dollars and fifty cents, which he expended for linen for Col. Wigglesworth, and that he is further authorized to supply him with money necessary for his expenses home not exceeding twenty dollars, at his discretion.

Sept. 25, 1806, Capt. James Francis has expressed a desire to become a member of this society.

Oct. 7, 1806, at a special meeting of the Marine Society of Newburyport, duly warned and notified, met at the house of

Thomas Perkins, innholder in said Newburyport on this seventh day of October, A. D., 1806.

It was voted that Capt. Abraham Wheelwright, secretary of said society be and he is hereby impowered to sell, assign and transfer two thousand one hundred dollars of the Navy 6 per cent. stock of the United States, standing in the name of the Marine Society of Newburyport on the books of Benjamin Austin, Esq., Commissioner of Loans in the state of Massachusetts.

Oct. 30, 1806, voted, to celebrate the anniversary of this society by a dinner at Thomas Perkins' on Thursday, December 11.

Voted, that William Russell, William Wyer, be caterers to provide a dinner to be on the table at 2 o'clock.

Nov. 27, 1806, officers chosen :

Capt. Michael Hodge, President.

Capt. Israel Young, Vice President.

Capt. Abraham Wheelwright, Secretary.

Capt. Benjamin Wyatt, Treasurer.

Voted, that the sum the new members shall pay be thirty dollars.

Voted, that the society meet at Mr. Perkins' the year ensuing.

Capt. Isaac Adams, Capt. Joseph Seveir, and Capt. James Francis, were unanimously admitted as members of this society.

Voted, that Capts. Michael Hodge, William Russell, Israel Young, Edmund Kimball and Ebenezer Stocker, be a committee to manage the funds of the society for the ensuing year.

Voted, that Capts. Wyatt St. Barbe, Michael Titcomb, Sewall Toppan, Samuel Chase, and Edmund Kimball, be a committee to supply the widows and orphans of the society the ensuing year, not to exceed thirty dollars to any one person.

It is the request of the society that the above committee inquire into the state of the orphans of our late member, Capt Ebenezer Choate, deceased.

Voted, that Capt. William Russell is authorized to supply Capt. Benjamin Rogers with seven dollars per month for the relief of himself and family.

Dec. 25, 1806, voted, that seventy-five dollars be deposited in the hands of the committee for donations to be disposed of in such portions to Anna, Benjamin and John Choate as they shall judge proper and those portions paid into the hands of their respective guardians.

Voted, that A. Wheelwright be agent for the society to receive the income of their funds in Boston.

Capt. Moses Goodrich, and Capt. Nathaniel Fletcher were proposed as candidates for membership.

March 26, 1807, voted, that Capt. Abraham Wheelwright, secretary of the Marine Society be and hereby is authorized and empowered for and in the name of the said society to subscribe for and procure four additional shares in the Massachusetts bank, also to hire such sum or sums of money as may be necessary and to pledge any part of the stock of said society which may be required for that purpose, and also to receive any dividends that already have or may become due from the funds belonging to or standing in the name of the said society, in this state of Massachusetts.

April 30, 1807, it is the request of Cpts. Samuel Foster, John Elliott, David Lufkin, Caleb Lufkin, and Isaac Rand, to become members of this society.

Voted, that Capt. William Coombs be requested to transfer the stock in the Massachusetts bank, now standing in his name (in trust for the society) into said society.

May 28, 1807, Capt. Joseph Tyler was proposed a candidate for admission into this society, by Capt. Charles Hodge.

Aug. 27, 1807, Capt. David Stickney was proposed a candidate for admission into this society, by Capt. Isaac Stone.

Capt. Paul Simpson, proposes himself as a candidate for admission into this society.

Oct. 29, 1807, Capt. Thomas Follansbee and Capt. Joseph Patch were proposed as candidates for admission into this society, by Capt. William Russell.

Voted, to notify Capt. John O'Brien that he is a delinquent member.

Voted, to celebrate the anniversary of this society by a dinner at Prince L. Stetson's, on Thursday, December 10, 1807.

Voted, that Capt. William Russell and Capt. Samuel Chase be caterers to provide a dinner to be on the table at 2 p. m.

Nov. 26, 1807, officers chosen:

Capt. Michael Hodge, President.

Capt. Wyatt St. Barbe, Vice President.

Capt. Benjamin Wyatt, Treasurer.

Capt. Abraham Wheelwright, Secretary.

Voted, to augment the number of the Marine Society to sixty.

Voted, to admit the following persons as members of the society:

Capt. Moses Goodrich	\$30.25 admittance
Capt. Nathaniel Fletcher	\$30.25 admittance
Capt. Samuel Foster	\$30.25 admittance
Capt. John Elliott	admittance
Capt. David Lufkin	\$30.25 admittance
Capt. Caleb Lufkin	\$30.25 admittance
Capt. Isaac Rand	\$30.25 admittance
Capt. Joseph Tyler	\$30.25 admittance
Capt. David Stickney	\$30.25 admittance
Capt. Paul Simpson	\$30.25 admittance
Capt. Thomas Follansbee	\$30.25 admittance
Capt. Joseph Patch	\$30.25 admittance

\$332.75

Voted, that Capts. Michael Hodge, William Russell, Sewall Toppan, Eleazer Johnson and Edmund Kimball be a committee to manage the society's estate the ensuing year.

Voted, that Capts. Wyatt St. Barbe, Samuel Chase, Sewall Toppan, Isaac Stone and John March, be a committee to look into the circumstances, and relieve the widows and orphans of the society the ensuing year, not to exceed thirty dollars to any one person.

Voted, that Capt. William Russell be authorized to supply Capt. Benjamin Rogers with seven dollars per month for the relief of himself and family.

Jan. 28, 1808, society's funds:

Eight shares in Massachusetts bank	\$4000.00
Thirteen shares in Newburyport bank	1300.00
One N. H. loan office certificate	1007.92
One N. H. loan office certificate	1703.86
One N. H. loan office certificate	1240.47
One Mass. loan office certificate	600.00
One Mass. state note	291.99
Benjamin Rogers' note 5th June, 1799	250.00
Cash in hands of the treasurer	185.13

Note due the Newburyport bank

\$10,579.37

1,300.00

\$ 9,279.37

Unpaid donations to the children of E. Choate	75.00
---	-------

\$ 9,204.37

Jan. 21, 1808.

WILLIAM RUSSELL,
MICHAEL HODGE,
SEWALL TOPPAN,
ELEAZER JOHNSON,

Committee.

There remains due from four members absent, their entrance money, one hundred and one dollars.

Voted, to grant the prayer of the petition of Benjamin Lunt, Jr., and that the society recommend him as a proper person for a pilot for the harbor of Newburyport, to the Governor and Council of this Commonwealth.

Voted, that Capts. Isaac Stone, Isaac Adams, and Michael Hodge, be a committee to ascertain for what sum an appropriate plate for a certificate can be procured and to report at the next meeting.

Voted, to give twenty-five dollars from the funds of this society to Capt. William Pickett for the use of the children of Capt. William Orne to be distributed by him as he may think proper.

Voted, to accept the following and that the clerk record it in the books of this society.

Whereas difficulties and disputes have frequently arisen between the Marine Society and St. Peter's Lodge respecting the right of precedence at funerals where the deceased had been a member of each institution, and whereas a solemn agreement was entered into between the committees of each body chosen for that purpose on the 31st of January, 1788, and on that same evening entered on record in the books of the said Marine Society, that in all future processions where the deceased has been a member of both societies, that body should take the precedence of which the deceased had been the oldest member, notwithstanding which agreement the said lodge did in a recent instance assume the precedence, though the deceased was not a member of said lodge, nor was it known by said lodge (it is believed) that he was a Mason until after his decease, when a certificate from a lodge in France in which he was initiated was produced by his friends, and whereas the said lodge did on that occasion declare by their committee that it would be derogatory to them in any instance to yield the precedence to the marine or any other society, and that they were

inflexibly determined to maintain it on every occasion, and the said Marine Society in order to preserve decency and avoid contention on that solemn occasion, did place themselves in the body of the procession after the mourners, and not precede the corpse as had been heretofore their usual practice. Now to prevent in future any difficulty with said lodge or any other lodge or body of Masons, it is hereby resolved and voted that the society will not in procession attend the funeral of any deceased member who was also a Mason, unless the widow or friends of the deceased inform the society that neither St. Peter's Lodge or any other body of Masons are to attend the funeral, or that if they do attend, they will comply with the above recited agreement.

Feb. 25, 1808, voted, to accept the report of the committee appointed to ascertain the expense of a plate for the purpose of furnishing a certificate emblematical of the society for each member.

Voted, that a plate be procured and that each member which wishes shall be furnished with a certificate for two dollars and that the committee be authorized to draw on the treasurer for the amount and that the former committee to ascertain the price be a committee to carry this vote into effect.

To the President, Directors and Brethren of the Marine Society of Newburyport :

Gentlemen: Your committee appointed to see what it would cost for the engraving of a plate emblematical of the institution of the society with a certificate for the same and furnishing one hundred copies, beg leave to report that they have attended to that trust and find that they can procure such a one as in their opinion would be pleasing and satisfactory to the society, for one hundred and fifty dollars.

ISAAC STONE, Chairman.

Newburyport, Feb. 28, 1808.

March 31, 1808, voted, to choose a committee to confer with Mr. Jacob Cobourn on the subject of removing to his hotel and there to hold our meetings in future.

Cpts. Nicholas Johnson, Israel Young and William Russell are chosen.

The committee have waited on Mr. Cobourn and report that the society in their opinion can be accommodated. The report is accepted.

Voted, that this society meet at Mr. Jacob Cobourn's at their next monthly meeting, unanimous.

Voted, that the above committee be desired to wait on Mr. Prince L. Stetson and return him the thanks of the society for his attention to them and inform him of the above vote..

June 30, 1808, Capt. John Denney is proposed as a candidate for admittance into the society, by Capt A. Wheelwright.

July 28, 1808, voted, that Capts. Isaac Stone, Charles C. Raboteau and Sewell Toppan, be a committee to confer with a committee from the merchants respecting the rebuilding the lighthouse on Plumb Island on an enlarged plan.

Sept. 29, 1808, Capt. Daniel Stone was proposed as a candidate for admission into this society, by his brother, Capt. Jacob Stone.

Oct. 27, 1808, voted, that Edward St. Lou Livermore, Esq., be agent and attorney of this Marine Society to receive all the dividends which have been transmitted from the loan office in Boston to the treasury of the United States in Washington, not having been demanded according to law, and that the president be requested to sign a power in the name of said society for that purpose.

Voted, to celebrate the anniversary of this Marine Society, by a dinner at Mr. Jacob Cobourn's on the second Tuesday in December.

Voted, to desire Capt. Wyatt St. Barbe, and William Russell to serve as caterers to provide the dinner to be on the table at half past one o'clock.

Nov. 24, 1808, officers chosen:

Capt. Michael Hodge, President.

Capt. Wyatt St. Barbe, Vice President.

(declined to serve.)

Capt. Nicholas Johnson, Vice President.

Capt. Benjamin Wyatt, Treasurer.

Capt. Abraham Wheelwright, Secretary.

(declined to serve.)

Capt. George Jenkins, Secretary.

Voted, that the numbers of this society be increased to seventy.

Voted, that the committee for managing the society's funds consist of Capt. Michael Hodge, Capt. William Russell, Capt. Sewall Toppan, Capt. Eleazer Johnson, and Capt. Edmund Kimball.

Voted, that Capts. Wyatt St. Barbe, Samuel Chase, Sewall Toppa, John March, and Michael Titcomb, be a committee to distribute to each widow and orphan of this society, a sum not exceeding thirty dollars and that at their discretion.

Voted, that Capt. Benjamin Rogers be allowed seven dollars per month for the year ensuing.

Voted, that Capt. John Denney be admitted a member of this society.

Voted, that Capt. Joseph Perkins of Ipswich and Capt. Joseph O'Brien, stand as candidates for members of this society as proposed by Capts. Abraham Wheelwright and William Russell.

Dec. 29, 1808, Capt. George Jenkins declined standing as secretary of this society and was excused.

Capt. Charles Hodge was chosen secretary pro tem.

Voted that Mr. Joshua Tappan be agent of this society to receive all monies due this society, or that shall become due as dividends from their stock in Boston and that the president be authorized to sign a power in the name of the society for that purpose.

Jan. 26, 1809, voted, that Capt. John O'Brien be summoned agreeable to the bye laws of the society, he being absent more than six months.

Voted, that the secretary be desired to call upon the members of the society for their dues that come under the bye laws of the society.

The committee for settling the accounts of the Marine Society of Newburyport, beg leave to report that they have examined the secretary's books and find them properly stated, well avouched, and rightly cast, and that the treasurer's accounts are agreeable thereto and that the estate consists of bank stock, securities and cash.

	Nominal.	Real.
Eight shares Newburyport bank	\$4000.00	\$4000.00
Thirteen shares Newburyport bank	1300.00	1300.00
One New Hampshire loan certificate	1007.42	580.00
One New Hampshire loan certificate	1703.86	980.00
One New Hampshire loan certificate	1240.47	1091.20
One Massachusetts state note	233.59	233.59
Benjamin Rogers note, June 5, 1799	250.00	250.00
One Massachusetts loan office certificate	600.00	345.00
	<hr/>	<hr/>
	\$10,335.34	\$8779.79

Due the Newburyport bank	\$900.00	
Due Capt. Wyatt	\$150.39	
	<hr/>	\$1050.39
		<hr/>
Due from Capt. John Elliot, for admittance		\$7729.40
		30.00
		<hr/>
		\$7759.40

Newburyport, Jan. 9, 1809.

MICHAEL HODGE,
WILLIAM RUSSELL,
EDWARD KIMBALL,
SEWELL TOPPAN,
ELEAZER JOHNSON,

Committee.

The President and Members of the Marine Society:

Gentlemen: Your committee have received from the treasurer, the sum of \$310 for the use of the widows and orphans of the deceased members of this society and have distributed it in the following order, viz:

Mrs. William Friend	\$30
Mrs. B. F. Knap	30
Mrs. William Knap	30
Mrs. P. Aubin	20
Orphans of Capt. E. Choate	50
Mrs. William Nicholls	20
Mrs. Joseph Moulton	30
Mrs. I. H. Woodman	30
Mrs. Jonathan Young	20
Orphans of Capt. Orne	50
	<hr/>
	\$310

WYATT ST. BARBE,
SEWELL TOPPAN
SAMUEL CHASE,

Committee.

April 27, 1809, voted, that Capts. William Coombs, Michael Hodge, Isaac Adams, Nicholas Johnson and Sewell Toppan be a committee to consult with the trade of this town respecting the rebuilding of the lighthouses on Plumb Island, to determine on the best mode in their opinion to effect the same and to put the same into execution.

July 27, 1809, voted, that this society will take eight additional shares in the Massachusetts bank, being informed by the cashier the bank have voted to double their stock.

Voted, that the committee for managing the society's estate be a committee to sell the six per cent stock and state note or hire the money to pay the first installment for the eight shares in Massachusetts bank as they shall judge will be most for the interest of the society.

Voted, that the president of the society be and he hereby is authorized to empower any person or persons to sell and transfer the six per cent stock and state note standing in the name of the Marine Society.

Sept. 28, 1809, voted, that Michael Hodge, president of this Marine Society be and he hereby is authorized to empower in the name of the said Marine Society, any person whom he shall judge suitable to sell, assign and transfer, one certificate of the six per cent stock for two thousand seven hundred eleven dollars and twenty-eight cents, one certificate of the deferred six per cent stock for twelve hundred forty dollars and forty-seven cents, which certificates are now transferred from the loan office in New Hampshire to the loan office in Massachusetts, also one certificate of six per cent stock for six hundred dollars, standing on the books of Benjamin Austin, Esq., Commissioner of the United States Loan Office in Massachusetts, likewise one state note of Massachusetts for two hundred thirty-three dollars and fifty-nine cents, all standing in the name of the said Marine Society, and to do and perform in behalf of said society all legal acts necessary to carry this vote into effect.

Oct. 26, 1809, voted, that Capts. Abraham Wheelwright, and Stephen Holland, be a committee to answer a letter from Ebenezer Coffin directed to Edward Little, Esq., to be communicated to the Marine Society, stating the needy situation of Mrs. Elizabeth Bailey, a daughter of Capt. Samuel Newhall, deceased, requesting the assistance of the society, that it is considered by the society, that Mrs. Bailey cannot be entitled to any assistance from the funds of the society having by her marriage forfeited that right.

A report of the sales of the loan office certificates and state note belonging to the Marine Society of Newburyport, and of the purchase of eight shares in the Massachusetts bank by their com-

mittee agreeably to a vote of the said society of the 27th of July last, viz:

2 certificates	\$2711.78	
1 certificate	600.00	
	\$3311.78 at 55, 58, 8 is	1840.95.2 at 101 3-4
1 deferred "	\$1240.47 at 79.17.2 is	982.10.5 at 101 3-4
		<hr/>
		\$2872.45.7
1 Massachusetts state note	333.59 at 99	<hr/>
		231.25.4
		<hr/>
		\$3103.71.1
Cash received for interest on state note	\$ 11.67	
Cash received from Massachusetts bank	\$160.00	
	<hr/>	171.67.
		<hr/>
		\$3275.38.1
Cash had of N. Johnson to pay first installment	\$1500.00	
Cash had of M. Hodge to pay first installment	500.00	
	<hr/>	\$2000.00.0
Cash paid Michael Hodge	\$500.00.0	
Cash paid Michael Hodge, interest	4.08.0	
Expense to Portsmouth to transfer stock	5.90.5	
Cash paid Nicholas Johnson	759.63.0	
Cash paid treasurer	5.76.6	
	<hr/>	\$1275.38.1
		<hr/>
		\$3275.38.1
Paid in the second installment to Massachusetts bank		2000.00.0
Remains due to Capt. Nicholas Johnson to complete the		
sum of \$4000 paid to Massachusetts bank for 8 shares		740.37.0

Newburyport, 26th Oct. 1809.

M. HODGE,
WILLIAM RUSSELL,
EDMUND KIMBALL,
SEWELL TOPPAN,

Committee.

Nov. 30, 1809, officers chosen:

Capt. M. Hodge, President.

Capt. Nicholas Johnson, Vice President.

Capt. Benjamin Wyatt, Treasurer.

Capt. Eleazer Johnson, Secretary.

Voted, that Capts. William Pickett, Jacob Stone, John Marsh, Moses Goodrich and Benjamin Peirce, be a committee to visit the widows and orphans of the deceased members of this society, to

inquire into their circumstances, and make report at the next meeting of those whom they shall judge to be objects of the society's relief and the several sums, which in their opinion ought to be distributed to them.

Voted, that Capts. Michael Hodge, William Russell, Edmund Kimball, Sewell Toppan and Jacob Stone be a committee to manage and dispose for their benefit, the society's estate for the year ensuing under the direction of the society.

Voted, that Capt. Benjamin Rogers be allowed seven dollars monthly during the ensuing year, and that Capt. William Russell be a committee to supply him to that amount in such necessaries for himself and wife as he in his discretion shall judge most fit and suitable.

Capt. Joseph Perkins was admitted a member of this society.

Capt. Joseph O'Brien was admitted a member of this society.

Voted, that the members admitted into this society this present year pay thirty-five dollars into the funds each on admittance.

Voted, that the Marine Society will hold their meetings at Mr. Cobourne's for the ensuing year.

Capt. Samuel Hunt and John Dole were proposed for membership, by Capt. Goodrich.

Dec. 28, 1809, Capt. Robert Follansbee was proposed by Capt. Fletcher as a candidate for admission into the Marine Society.

Voted, that Capt. Henry Friend be excused from paying the fines and dues he now stands charged with, to the society and in future be exempted from any charge of dues or fines by reason of his age, infirmities and situation in life.

Newburyport, December 27, 1809.

We the committee being appointed by the Marine Society of this town to acquaint ourselves with the situation and circumstances of the widows and orphans of the deceased members of this society, do beg leave to make this our return :

Widow Elizabeth Friend	\$30
Widow Mrs. B. F. Knap	30
Widow Mrs. William Knap	30
Widow Mrs. Philip Aubin	20
Widow Mrs. Nicholas	20
Widow Mrs. Joseph Woodman	40
Widow Mrs. Jonathan Moulton	40
Two youngest orphans of Capt E. Choate	40
Two youngest orphans of Capt. Wm. Orne	50
	<hr/>
	\$300

And we have concluded to submit the above statement to your consideration, earnestly requesting you to be so good as to accept this our return, and to allow the sums to the persons as above stated.

WILLIAM PICKETT,
BENJAMIN PIERCE,
JACOB STONE,
JOHN MARCH,
MOSES GOODRICH,

Committee on Donations.

Voted, that the above report of the committee be accepted.

Voted, that the committee appointed in Jan. 1808 to procure a plate emblematical of the society, be desired to confer with Mr. Hooker and make such arrangement and settlement with him respecting the plate he has engraved for the society, as they or the majority of them may think best.

Voted, that the treasurer be and he hereby is authorized to procure such sums as may be wanted to meet the demands of this society upon him not exceeding three hundred dollars.

Voted, that the treasurer be and he hereby is authorized to hire a sum of money sufficient to take up the society's note at Newburyport bank, provided the interest shall not exceed six per cent.

Voted, that Capt. Joseph Perkins be dismissed from this society at his request.

Voted, that Capt. Joseph O'Brien be dismissed from this society at his request.

(The above two captains were voted in as members Nov. 30, 1809, and dismissed as above, Dec. 27, 1809.)

Jan. 25, 1810, at the commencement of this year, 133 members had joined this society, of whom

58 were living
48 were dead
10 were disfranchised
2 were expelled
14 fate unknown
1 resigned

Your committee appointed at the last monthly meeting to adjust and settle with Mr. Hooker for a plate and one hundred copies of a certificate emblematical of the society, which are ready for

delivery, ask leave to report that they effected the business assigned them by receiving from Mr. Hooker the plate and one hundred copies, that they have paid him by an order on the treasurer for one hundred and fifty dollars and taken his receipt in full. Your committee have engaged to Mr. Hooker, that provided Capt. Isaac Stone on his return from sea shall say that he perfectly recollects that the bargain made with Mr. Hooker was for a greater sum, that they will use their influence with the society to make him a further consideration, but your committee have not pledged themselves that the society shall comply with their recommendation.

Voted, to accept the foregoing report of the committee appointed to settle with Mr. Hooker and Fairman.

Voted, that a certificate emblematical of the society be presented to the widows of the deceased members.

Feb. 22, 1810, Capt. John Odiorne was proposed for membership by Capt. N. Fletcher.

Funds of the society:

16 shares in Massachusetts bank		\$8000.00
13 shares in Newburyport bank		1300.00
Benjamin Rogers note		250.00
		<hr/>
		\$9550.00
Cash due Newburyport bank	\$620.00	
Cash due Nicholas Johnson	740.37	
	<hr/>	1360.37
		<hr/>
		\$8189.63
Due from the treasurer to balance		19.58
		<hr/>
		\$8209.21

Newburyport, 20th February, 1810.

M. HODGE,
WILLIAM RUSSELL,
EDMUND KIMBALL,
SEWELL TOPPAN,
JACOB STONE,

Committee.

March 29, 1810, Capt. Joseph Bragdon was proposed by Capt. Joseph Tyler, as a candidate for admission to the Marine Society.

Voted, that Capts. John March, Paul Simpson and Jacob Stone be a committee to call upon all the delinquent members for their fines and dues and report without delay.

Voted, that whereas Capt. Richard Toppan a member of this society, has met with a distressing loss by fire, therefore that his dues amounting to seven dollars and ten cents be remitted to him, and that the secretary be desired to inform him thereof.

April 26, 1810, Capt. John O'Brien was excused ten fines on account of sickness.

Voted, to excuse Capt. John O'Brien from his attendance on the monthly meetings on account of his infirm state of health, he paying his regular dues.

Voted, to accept the following report agreeable to the order of the Marine Society.

We the undersigned ask leave to report, that we have visited Capt. John O'Brien, who said he would attend the society and settle his fines and dues. Capt. Isaac G. Pearson said he was unable to attend, but sent money to pay his dues. Capt. Joseph Brown said he would meet with the society and settle fines and dues.

JOHN MARCH,
JACOB STONE,

Committee.

June 28, 1810, voted, that Capts. David Stickney and Peter Le Breton, Jr., be a committee to present in the name of the Marine Society the emblematical certificates of the said society to the widows of the deceased members of said society.

Aug. 30, 1810, voted, that Capts. John Coombs, Michael Titcomb and Nicholas Johnson, be a committee to make inquiry whether a pilot for this harbor is necessary in the room of one lately deceased, and if so, whether Benjamin Lunt, Jr., is a proper person and well qualified for a pilot, he having been recommended by B. Perkins, pilot.

Voted, that Capts. Nicholas Johnson, Benjamin Wyatt, and Israel Young, be a committee to make inquiry for the most convenient place for this society to meet at, from and after the meeting in September next, (Mr. Cobourne having concluded to leave the house the society now meet in about that time) and make their report at the next monthly meeting.

Sept. 27, 1810, voted, to excuse Capt. Israel Young his dues, having been unfortunate in being captured during his late voyage.

Voted, unanimously, that Benjamin Lunt, Jr., of Newbury is a person in their opinion, capable and suitable to undertake the busi-

ness of pilotage into and out of the river Merrimack, and that he be recommended accordingly.

The committee appointed to make inquiry for the most suitable place for this society to meet in after Mr. Cobourne's removal from this house, report that in their opinion the society can be best accommodated at Mr. Cobourne's, therefore it was voted that in future the meetings of the Marine Society be held at Mr. Stetson's, sign of General Wolf in Newburyport.

Nov. 29, 1810, voted, to excuse Capt. Moses Brown, Jr., his dues during his absence, having been unfortunate in his voyage by capture.

Officers chosen :

Capt. Michael Hodge, President.

Capt. Nicholas Johnson, Vice President.

Capt. Benjamin Wyatt, Treasurer.

Capt. Eleazer Johnson, Secretary.

Voted, that Capt. Benjamin Rogers be allowed seven dollars monthly during the ensuing year, and that Capt. William Russell be a committee to supply him to that amount in such necessities as he shall judge most fit and suitable, and that he draw upon the treasurer, who is hereby authorized to pay the same.

Voted, that Capts. Abraham Wheelwright, Michael Titcomb and John Coombs, be a committee to make inquiry whether it is necessary for another pilot to be appointed for the river Merrimack, and in case it should appear necessary, to report a suitable person at the next meeting.

Voted, that the Marine Society will hold their meetings at Mr. Stetson's for the ensuing year.

Voted, that the members of the Marine Society have a dinner, and that the expense be taken from the funds of the society, that the day be this day two weeks.

Committee to manage the society's funds :

Capt. Michael Hodge,

Capt. William Russell,

Capt. Sewell Toppan,

Capt. Edmund Kimball,

Capt. Jacob Stone.

Committee on relief of the widows and orphans of deceased members:

Capt. Isaac Adams,
 Capt. Stephen Holland,
 Capt. Isaac Stone,
 Capt. Benjamin Peirce,
 Capt. Paul Simpson.

Capt. Samuel Hunt was admitted a member.

Capt. John Dole was admitted a member.

Capt. Robert Follansbee was admitted a member.

Capt. Joseph Bragdon was admitted a member.

Voted, that the members admitted into this society for the ensuing year shall pay thirty-five dollars each.

Capt. William Nichols was proposed by Capt. Nicholas Peirce for admission into the Marine Society.

Dec. 27, 1810.

Received from Capt. Samuel Hunt, entrance and book	\$35.25
Received from Capt. John Dole, entrance and book	35.25
Received from Capt. Joseph Bragdon, entrance and book	35.25
Received from Capt. R. Follansbee, entrance and book	35.25
Received from Capt. D. Stickney, two certificates	4.00
	<hr/>
	\$145.00

Dec. 27, 1810, voted, to accept the report of the committee on donations, and that the treasurer be authorized to pay to them three hundred fifty-five dollars for distribution.

Voted, to accept the report of the committee appointed to make inquiry and ascertain whether another pilot is, or is not necessary for the trade of the river Merrimack.

To the President of the Newburyport Marine Society:

Sir:—The committee appointed at the last meeting to enquire into the situation of such as in their opinion are suitable objects of the society's charity, have given their particular attention to that duty and offer thereon the following report, that they consider the persons whose names immediately follow, and who have heretofore received assistance from the society as entitled respectfully to the sums affixed to their names, and recommend that the same be paid from the funds.

To the widow Elizabeth Friend	\$30
To the widow of B. Felt Knap	30
To the widow of William Knap	30
To the widow of Philip Aubin	20
To the widow of Jonathan Moulton	30
To the widow of William Nichols	20
To the widow of Joseph Woodman	40
Youngest daughter of Ebenezer Choate	25
Two orphan daughters of William Orne	30

In addition to the above the committee have been made acquainted with the circumstances of two others, whom they recommend deserving particular attention and relief from the society, and request that they be respectfully allowed from its funds as follows:

To the widow of Samuel Foster	40
To the widow of Enoch Pike	30

Your committee likewise take the liberty of requesting that our ancient and worthy brother, Capt. St. Barbe receive from the treasurer, \$30. Total, \$355.

ISAAC ADAMS,
STEPHEN HOLLAND,
ISAAC STONE,
PAUL SIMPSON,

Committee.

Newburyport, Dec. 27, 1810.

Jan. 31, 1811, society's funds:

16 shares in Massachusetts bank	\$8000.00
13 shares in Newburyport bank	1300.00
Benjamin Rogers note	250.00
	<hr/>
	\$9550.00
Cash due Capt. Nicholas Johnson	1012.62
	<hr/>
	\$8537.38

Newburyport 28th January, 1811.

M. HODGE,
WILLIAM RUSSELL,
SEWELL TOPPAN,
EDMUND KIMBALL,
JACOB STONE,

Committee.

July 25, 1811, voted to excuse Capt. James Myer his dues during his late voyage, \$2.50, he having lost his vessel by the Danes.

Oct. 30, 1811, Capt. Green Johnson was proposed by Capt. Sewell Toppan as a candidate for admission into the Marine Society.

Nov. 28, 1811, voted, to excuse Capt. Cushing, he having been taken and lost his vessel in Norway.

Officers elected :

Capt. Michael Hodge, President.

Capt. Nicholas Johnson, Vice President.

Capt. Sewell Toppan, Treasurer.

Capt. Isaac Stone, Secretary.

Voted, that Capt. Benjamin Rogers be allowed seven dollars monthly the ensuing year, and that Capt. William Russell be a committee to supply him to that amount in such necessaries as he shall judge most fit and suitable, and that he draw on the treasurer who is hereby authorized to pay the same.

Voted that the society hold their meetings at the house of Mr. Prince Stetson the ensuing year.

Voted, that the committee to manage the society's estate consist of Capts. Michael Hodge, Edmund Kimball, Jacob Stone, George Jenkins and Eleazer Johnson.

Voted, that the committee to enquire into the circumstances of the widows and orphans of deceased members consist of Capts. Isaac Adams, Stephen Holland, Isaac Stone, Paul Simpson and Benjamin Peirce.

Voted, that Captains Green Johnson and William Nichols be admitted as members of this society and that Capts. Sewell Toppan and George Jenkins be a committee to introduce the above named gentlemen to this society.

Voted, that thirty-five dollars be the sum for admission into this society the ensuing year.

Voted, that the admittance money paid by Capt. Samuel Hunt, deceased, be refunded to his widow.

Voted, to reconsider the last vote respecting the widow of Capt. Samuel Hunt, and that she is entitled to temporary relief.

Voted, unanimously, that this society dine together at the house of Mr. Prince Stetson, on Thursday, the 12th day of December, next ensuing.

Voted, unanimously, that the expenses of the dinner be paid from the funds of this society.

Voted, that Capts. Michael Titcomb and Peter Le Breton, Jr., be caterers to order the dinner, etc.

Dec. 26, 1811, donation committee report :

Widow of Capt. William Friend	\$30
Widow of Joseph Woodman	40
Two orphans of Capt. William Orne	30
Widow of Capt. Wyatt St. Barbe	40
Widow of Capt. Benjamin F. Knap	40
Widow of Capt. William Knap	30
Widow of Capt. Jonathan Moulton	40
Widow of Capt. Philip Aubin	40
Capt. Henry Friend	30
	<hr/>
	\$320

ISAAC ADAMS,
STEPHEN HOLLAND,
PAUL SIMPSON,
JACOB STONE,

Committee.

Voted, that Capts. Michael Hodge, Nicholas Johnson, and Benjamin Wyatt be a committee to enquire into the particular situation of the orphans of Capt. William Orne (deceased) and make such provision for their support and relief as they shall judge proper.

Voted, to order the treasurer to pay the bill for a dinner for this society on the 12th of December, amounting to \$52.

Jan. 30, 1812, voted, that the committee chosen in December last to take charge of the orphans of Capt. William Orne, deceased, be requested and authorized to continue the same for this year, and advise with the Judge of Probate and have the estate of said deceased properly settled.

Funds of the society :

16 shares in Massachusetts bank	\$8000.00
13 shares in Newburyport bank	1300.00
Benjamin Rogers' note	250.00
	<hr/>
	\$9550.00
Deduct the amount of the society's note given to Capt. Nicholas Johnson, dated the 15th January, 1812	652.05
	<hr/>
	\$8897.95

Newburyport, 15th January, 1812.

Report of the committee to enquire into the situation of the orphans of Capt. William Orne, deceased.

Your committee appointed to enquire into the particular situation of the orphans of Capt. William Orne, deceased, and to make such provision for their support and relief as they shall judge proper, beg leave to report that they have attended to the duties enjoined on them by the society by having had a personal interview with Mrs. Guy, an aged person and grandmother to the said orphans under whose care they have been since the decease of their mother. Your committee found them destitute of almost every necessary of life, and Mrs. Guy so much impaired by age, and the decay of nature as to be (in our opinion) unsuitable and entirely incapable of continuing the care and charge of those orphans. We also by inquiry found that the personal estate of the deceased with the greatest part of the furniture and clothing had been disposed of and gone. We therefore judged it necessary for them to break up housekeeping. We have taken an inventory of what remained and deposited it with Miss Mary Wessells, and agreed with her to keep the two orphans for one year, we finding their clothing and paying her seventy-five cents per week at the expiration of the year. Miss Wessells will take the eldest as an apprentice, teach her the millinery trade, and find her clothing, etc. We found the house of the deceased in tolerable good repair, a part of it is occupied at present by a family on a rent of sixty dollars a year.

MICHAEL HODGE,
NICHOLAS JOHNSON,
Committee.

Copy of a letter from Capt. Edward Wigglesworth:

Wiscasset, Jan. 1812.

Michael Hodge, Esq. To be laid before the Marine Society of Newburyport:

Sir:—It is now six years since I had the pleasure to meet your society. I was an early member and a constant attendant, but necessity forced me to this place, where I now have grown very old and poor, and work hard. My request is, that if the society's funds are in such a state as to afford me a small temporary relief at this season of the year, I shall be glad to be a partaker.

With my best wishes for the prosperity and welfare of the society, I am, sir

Your most obedient

EDWARD WIGGLESWORTH.

Feb. 27, 1812, voted, that the president of the society be authorized to send Capt. Edward Wigglesworth the sum of twenty dollars as a temporary relief agreeably to his request, and to draw on the treasurer of this society for the same.

April 30, 1812, voted, to excuse Capts. Nicholas Johnson and Joseph Seveir their fines of fifty cents each, for non-attendance at the funeral of our deceased brother, Capt. Benjamin Rogers, on the 14th inst, they having given satisfactory reasons as being necessarily detained.

To excuse Capt. Daniel Stone his monthly dues amounting to \$2.30 during his absence, he having been captured and lost his vessel.

Voted, that the president of this society and Capt. William Russell, be a committee to defray the funeral expenses of our deceased brother, Capt. Benjamin Rogers, agreeably to their discretion, and that they be authorized to draw on the treasurer of this society for the amount of the same.

Voted, that the president of this society and Captains Nicholas Johnson, and Benjamin Wyatt, be a committee to enquire into the situation of the orphan children of Capt. William Orne, deceased, and to pay the necessary expenses for their support for the present year, and that they be authorized to draw on the treasurer of this society for the amount thereof.

May 28, 1812, voted, to excuse Capt. William Nichols his dues, sixty cents, he having been unfortunately captured and lost his vessel.

July 30, 1812, voted, to excuse Capt. David Stickney his dues, he having been captured and lost his vessel.

Voted, to excuse Capt. Michael Hodge his fines, he having been absent through bodily indisposition.

Aug. 27, 1812, voted, to excuse Capt. Jeremy Young his dues, he having been captured and lost his vessel.

Oct. 29, 1812, voted, that the committee who have the care of the children of Capt. William Orne, deceased, be authorized to pay the board of William Orne up to November the 2nd of this year.

Nov. 26, 1812, officers chosen:

Capt. Michael Hodge, President.

Capt. Nicholas Johnson, Vice President.

Capt. Sewell Toppan, Treasurer.

Capt. Isaac Stone, Secretary.

Committee to manage the society's estate:

Capt. Michael Hodge,

Capt. Jacob Stone,

Capt. Eleazer Johnson,

Capt. Edmund Kimball,

Capt. George Jenkins.

Committee on donations:

Capt. Isaac Adams,

Capt. Paul Simpson,

Capt. Isaac Stone,

Capt. Peter Le Breton, Jr.,

Capt. Stephen Holland.

Two applications for relief were received, one from the widow of Capt. Enoch Pike, and the other from the widow of Capt. Abel Lunt, both of which were committed to the committee on donations.

Voted, that the society do not dine together this year at the expense of pay for the same from the society's funds.

Voted, that the society hold their periodical meetings the ensuing year at the house of Mr. Prince Stetson.

Dec. 31, 1812, estate of the society:

16 shares in the Massachusetts bank	\$8000.00
13 shares in the Newburyport bank	1300.00
Note of Benjamin Rogers (deceased)	250.00
Cash in the hands of the treasurer	14.78 1-2

\$9564.78 1-2

There has been paid on Capt. Nicholas Johnson's note \$290.63

There remains due Capt Nicholas Johnson \$404.45

Your committee further state that no dividends have been received from the Massachusetts or Newburyport banks.

Newburyport, 29th December, 1812.

MICHAEL HODGE,
EDMUND KIMBALL,
ELEAZER JOHNSON,
JACOB STONE,

Committee.

Report of committee on donations :

To the widow of Capt. Wyatt St. Barbe	\$40
To the widow of Capt. Joseph Woodman	40
To the widow of Capt. Jonathan Moulton	40
To the widow of Capt. Philip Aubin	20
To the widow of Capt. Enoch Pike	20
To the widow of Capt. John Elliott	25
To the widow of Capt. William Nichols	20
To the widow of Capt. Nicholas Pierce	30
To Capt. Henry Friend	30
For assisting the orphans of Capt. William Orne to be applied at the discretion of a committee, a sum not exceeding fifty dollars	50
	<hr/>
	\$315

To Col. Edward Wigglesworth, no particular sum is affixed, the committee thinking it most expedient that this case should be presented for the consideration of the society without any decision on their part.

Newburyport, 31st December, 1812.

ISAAC ADAMS,
ISAAC STONE,
PAUL SIMPSON,
STEPHEN HOLLAND,

Committee.

Report of the committee who have had the particular care of the orphan children of Capt. William Orne, deceased.

Gentlemen :—

Your committee appointed to the care of the orphans of Capt. William Orne, deceased, beg leave to report that they have attended to the trust reposed in them by the society, that they have supplied them with such necessaries as they were

in absolute want of, and have drawn on the treasurer of this society to the amount of forty-seven dollars and thirty-five cents for the use of the two daughters. They have also drawn on the treasurer for eighteen dollars for the board of William Orne, by a special vote of the society, and there is now due for William's board fourteen dollars.

MICHAEL HODGE,
NICHOLAS JOHNSON,
BENJAMIN WYATT,

Committee.

Newburyport, 31st Dec. 1812.

Voted, that the gentlemen committee who have had the care of the orphans of William Orne, deceased, the last year, have the thanks of this society for their care and attention to said orphans, and that they be respectfully requested to continue the said charge for the year ensuing.

Voted, that the above named committee be authorized to draw on the treasurer of this society for the board of William Orne, as also for the expenses for clothing, etc., previous to his last going to sea.

Voted, that a committee of two be chosen to attend to the particular situation of Col. Edward Wigglesworth, and afford him such relief as they shall judge necessary.

Voted, that the sum of thirty dollars be appropriated for the relief of Col. Edward Wigglesworth, to be left to a committee of this society to apply the same according to their discretion, as soon as he shall have made application to the town for relief and receive such aid from the overseers of the poor as they may be willing to afford him.

Voted, that the treasurer of this society be authorized to hire the sum of money which may be necessary to meet the sum appropriated for the relief of widows and orphans of deceased members.

Voted, that the secretary of this society be requested to notify the delinquent members of said society and request the payment of their respective dues and fines agreeably to the existing bye-laws of the society.

Captains Enoch Choate and David Patch were proposed by Captain Thomas Morrison as candidates for admission into the Marine society.

Jan. 28, 1813, voted, to remit the fines and dues of Capt. Nicholas Pierce, deceased.

The committee appointed by the Marine Society to enquire into the situation of Col. Edward Wigglesworth, beg leave to report that they have attended to that duty, and that we have found it expedient to allow him \$1.25 per week until some cheaper board can be obtained.

WILLIAM NOYES,
BENJAMIN WYATT,

Committee.

Voted, to accept above report and to allow Col. Wigglesworth \$1.25 per week until the month of May, if he remains in town, and no longer.

March 25, 1813, the committee appointed to attend to the situation and wants of Col. Edward Wigglesworth, report that they have furnished him with clothing, etc., which with the money paid for his board amounted to the sum of \$33.10, which exceeds the sum formerly voted \$3.60.

Voted, to accept the report of the aforesaid committee, and they were authorized to draw on the treasurer for the additional sum of \$3.60.

Voted, that the additional sum of fifteen dollars be allowed Col. Wigglesworth to defray such further necessary relief which he may require, which sum is to be placed in the hands of the former committee to be by them disposed of for his relief as they shall judge necessary.

A letter was received and read, addressed to the president and members of this society, on the subject of meeting and walking in procession at the funerals of deceased brethren, requesting the society to discontinue this practice, as their example in this respect might have a tendency to prevent much unnecessary parade and the saving of much trouble and expense to the surviving relatives. The above letter was signed by

RICHARD PIKE,
BENJAMIN WYATT.

A vote on the above subject was taken and after many pertinent remarks by the members present, it was concluded that the society could not yield to the above request consistently with the existing bye-laws of the society, and the vote was accordingly negative.

April 29, 1813, voted, to excuse Capt. Edmund Kimball two fines, say for January and February, he having been sick those two months.

Capt. James Meyers attended the meeting of the society this evening; he has been absent with his family on a voyage to England.

May 27, 1813, voted, that Capts. Israel Young, Michael Hodge and Benjamin Wyatt, be a committee to examine the charter and see if the members have power to alter the terms of meeting, and that they report at the next monthly meeting, also to instruct said committee (in case they find it necessary) to petition the legislature for the above purpose.

June 24, 1813, voted, to excuse Capt. Isaac G. Pearson one-third part of his fines amounting to three dollars and seventy-four cents, he having been unable to attend many times through indisposition, also to excuse him from attending the regular monthly meetings in future, he having requested the same in consequence of his advanced age and the distance he lives from our place of meeting.

July 29, 1813, voted, that the president be requested to notify the several delinquent members of this society of their respective fines and dues and request their attendance at the next monthly meeting and settle the same, and if they should not attend, or refuse to settle, that the president be authorized to adopt such measures to effect a settlement thereof as the law point out respecting them.

Report of committee respecting an abridgment of monthly meetings, your committee appointed to ascertain whether the society could legally abridge their monthly meetings and hold them quarterly, beg leave to report that they have attended to the business and find that in their charter the society has no authority to limit the monthly meetings, it expressly says "that the society shall meet at Newburyport on the last Thursday of every month for all other business."

Newburyport, 29 July, 1813.

M. HODGE,
ISRAEL YOUNG,
BENJAMIN WYATT,

Committee.

Voted, to accept the report of the above committee.

Report of the committee respecting Col. Edward Wigglesworth.

The committee appointed by the Marine Society to supply Col. Edward Wigglesworth, have attended to their duty and have paid his board to the amount of fifteen dollars, the amount of the second sum voted by the society for that purpose, also \$1.16 for a pair of draws.

WILLIAM NOYES,
BENJAMIN WYATT,

Committee.

Voted, that a committee be appointed to make further inquiry into the situation of Col. Wigglesworth, and afford him such immediate relief as they shall deem necessary and report his situation at the next meeting of this society, also what permanent relief or assistance they think he may require.

Cpts. John Coombs, Edmund Kimball and Isaac Stone were appointed for the above purpose.

Aug. 26, 1813, voted, to excuse Capt. George Jenkins five fines amounting to \$1.25, he having satisfied the society that it was not in his power to attend at the time for which he had been fined.

Voted, to excuse Capt. John O'Brien \$1.90, he also having been incapable of attending at the times he was charged with fines.

The committee appointed to make further inquiry into the situation of Col. Edward Wigglesworth, have attended to that duty by a personal interview with him, and after taking into consideration his past and present situation and prospects, have judged proper to pay to Mr. Samuel Dole, the sum of four dollars to be appropriated by him for the relief and support of Col. Wigglesworth the present month, which sum they think he will require and would recommend to be paid by the society monthly for his constant board, as a permanent support. They would also suggest to the society the propriety of paying Mr. Dole the sum of four dollars per month for the several months last past in which he may have boarded Col. Wigglesworth without any assistance from the society.

JOHN COOMBS,
EDMUND KIMBALL,
ISAAC STONE,

Committee.

Voted, to accept the above report and to authorize the above committee to draw on the treasurer of this society for the sum of four dollars per month to be appropriated for the support of Col. Wigglesworth till the next annual meeting of the society, and to take his situation into further consideration at said period.

Voted, that Capt. William Russell be a committee to supply the widow of Capt. Benjamin Rogers to an amount not exceeding four dollars (at his discretion) and that he be authorized to draw on the treasurer for the same.

Nov. 25, 1813, received a letter from Capt. Michael Hodge, president of the society, declining serving any longer as president, the following is a copy :

Newburyport, 25th November, 1813.

Gentlemen:—The annual meeting of our society this evening being the constitutional period for a new election of officers, I beg leave to apprise you of a determination I have made, to be no longer considered as a candidate for the office, with which I am now honored. Age and its attendant infirmities render it not only inconvenient to myself, but detrimental to the society, that I should any longer continue as its master and forcibly reminds me that retirement from public duties is necessary to the comfort and repose of the remainder of my life.

Strongly attached to an institution of which I have been so long a member and over which I have several years presided, I trust my reasons for this determination will not be considered improper. In withdrawing from your suffrages, you will indulge me in returning my thanks for the repeated honors you have bestowed upon me, and in expressing my ardent wishes, that your benevolent efforts in which I will ever most cheerfully assist, may continue to meet their due reward.

I am, gentlemen, your obedient servant,

M. HODGE.

Voted unanimously, that the thanks of this society be presented to Capt. Michael Hodge, their late president, for the many services which he has rendered the society.

Officers chosen :

Capt. Nicholas Johnson, President.

Capt. John Coombs, Vice President.

Capt. Sewell Toppan, Treasurer.

Capt. Isaac Stone, Secretary.

Voted, that the society hold their meetings at Mr. Hammond's the ensuing year.

Voted, that this society will not dine together this year at the expense of the society's funds.

Voted, to cause printed forms for notifying the members of this society to attend the funerals of their deceased brethren, and that the expenses of such notifications shall be defrayed from the funds of the society.

Committee to manage the society's funds:

Capt. Michael Hodge,
 Capt. Edmund Kimball,
 Capt. Jacob Stone,
 Capt. George Jenkins,
 Capt. Eleazer Johnson.

Committee to visit the widows and orphans:

Capt. Isaac Adams,
 Capt. Isaac Stone,
 Capt. Paul Simpson,
 Capt. Peter Le Breton
 Capt. Stephen Holland,

Received a written communication from the widow Elizabeth Pike, giving thanks for past favors and soliciting future aid, as follows:

Newburyport, 23 November, 1813.

To the President and Members of the Marine Society:

Gentlemen:—Your petitioner presents her most sincere thanks to you for your past favors, and regrets very much that she is obliged to trouble you again, but in consequence of these oppressive times is necessitated once more to solicit your further aid, should you think proper to bestow something more it will be received with gratitude.

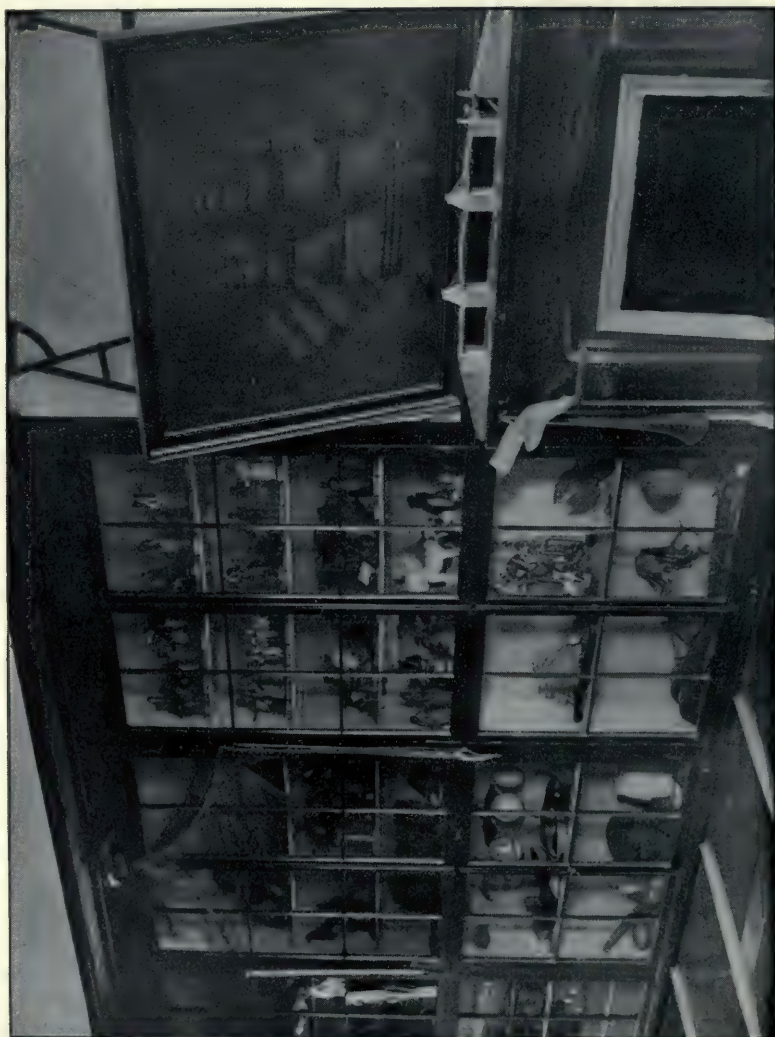
ELIZABETH PIKE.

Voted, to refer the above communication to the committee for visiting the widows and orphans.

Voted, to admit Capt. Enoch Choate as a member of this society.

Dec. 30, 1813, report of committee of managing the society's funds:

16 shares in Massachusetts bank	\$8000
13 shares in Newburyport bank	1300
A note of Benjamin Rogers, deceased	250.00
	<hr/>
	\$9550



SECTION OF MUSEUM.

There is due on the society's note to Capt.

Nicholas Johnson	\$121.18
Sewell Toppan's balance of account	.45

\$121.63

Newburyport, Dec. 30, 1813.

M. HODGE,
E. KIMBALL,
GEORGE JENKINS,
JACOB STONE,
ELEAZER JOHNSON,

Committee.

Report of the committee appointed to enquire into the situation of widows and orphans of deceased members of the Marine Society, is that in order to make report of all who appear to be entitled to its assistance, and to propose such relief as in each case they may think most suitable, have attended to that service and ask leave to report, that in consideration of the increased number of cases claiming aid from the society, and the prospect of a still further increase of such cases as well as the decrease of our means of affording relief by the failure of that part of our revenue which accrues from the reception of new members, they have thought expedient to recommend a reduction of the sums usually allowed to individuals, that the whole amount may not exceed the sum distributed the last year, conformably to which they recommend that three hundred and sixty-seven dollars be appropriated and applied as follows.

That a sum not exceeding thirty dollars be granted for the relief of the orphans of Capt. William Orne, to be applied by a committee to be chosen for that purpose according to their discretion, say \$30.

That the sum of fifty-two dollars, or one dollar per week be granted for the relief of Col. Wigglesworth, to be in the control of a committee chosen for that purpose, which committee they recommend to be instructed to furnish him in addition to the above with such articles of clothing as they may deem expedient.

To the widow of Capt. St. Barbe	\$35
To the widow of Capt. Jonathan Moulton	35
To the widow of Capt. Abel Lunt	35
To the widow of Capt. Samuel Chase	35
To the widow of Capt. Joseph Woodman	20
To the widow of Capt. Nicholas Pierce	20

To the widow of Capt. Benaiah Titcomb	20
To the widow of Capt. John Elliot	10
To the widow of Capt. William Nichols	10
To the widow of Capt. Friend Dole	10
Youngest son of Capt. Ebenezer Choate (deceased)	20
Capt. Henry Friend	35
Brought forward	82
	<hr/>
	\$367

The above report was read and accepted with the following amendments, viz: the cases of Mrs. Dole and Mrs. Titcomb to be further investigated by the above committee, and that the widow of Capt. Philip Aubin and widow of Capt. Enoch Pike, be presented with twenty dollars each, and that the sum of five dollars be deducted from each of the following persons, viz:

Mrs. St. Barbe	\$5
Mrs. Moulton	5
Mrs. Lunt	5
Mrs. Chase	5
	<hr/>
	\$20

Newburyport, Dec. 20, 1813.

ISAAC ADAMS,
ISAAC STONE,
STEPHEN HOLLAND,
PAUL SIMPSON,

Committee.

Voted, that the treasurer of this society be authorized to hire money for the purposes afore mentioned, at a rate not exceeding 6 per cent.

Voted, Capt. William Russell be a committee to attend to the situation and wants of Col. Edward Wigglesworth, and afford him such assistance and relief as he may think proper, the present year, to an amount not exceeding fifty-two dollars.

Voted, that the treasurer of this society be authorized to take up the debts which the society owes, if it can be done at 4 1-2 per cent.

Jan. 27, 1814, voted, that a sum not exceeding twenty dollars be drawn from the funds of this society for the purpose of clothing Col. Edward Wigglesworth, and that Capt. Jacob Stone be a committee for that purpose.

Feb. 24, 1814, Capt. Israel Young offered an excuse for non-attendance at the funeral of our deceased brother, Capt. Joseph Seveir, saying he had an engagement on that day at the insurance office, which excuse the society deemed insufficient, he however declined paying the fine.

March 31, 1814, voted, to excuse Capt. John Dole his fines and dues amounting to \$2.65 up to the present time, on account of peculiar misfortunes.

On account of a representation of the committee who were further to investigate the cases of the widows Dole and Titcomb, voted, that the widow of Benaiah Titcomb be presented with the sum of thirty dollars and the widow of Friend Dole with ten dollars.

June 30, 1814, voted, to excuse Capt. David Stickney one fine of fifty cents, he having been sick and incapable of meeting at the funeral of Capt. William Coombs.

July 28, 1814, voted, to excuse Capt. Abraham Wheelwright for not attending the funerals of Captains Chase and Seveir (fifty cents each) he being absent from town at both times.

Voted, to excuse Capt. Le Breton one fine of fifty cents for not attending the funeral of Capt. Samuel Chase, being absent from town.

Voted, to excuse Capt. Moses Goodrich one fine of fifty cents for not attending the funeral of Capt. Joseph Seveir, being out of town.

Voted, to excuse Capt. Thomas Morrison one fine of fifty cents for not attending the funeral of Capt. Samuel Chase, he then being sick.

Voted, to excuse Capt. Michael Hodge one fine of fifty cents for not attending the funeral of Capt. Joseph Tyler, he being sick.

And whereas difficulties and disagreeables still exist between the members of this society and those of the Masonic Societies in this town, respecting the right of precedence at funeral processions, in cases where the deceased was a member of both societies, and this society desirous of preserving that order and decorum which the solemnity of such occasions require, while paying the last respect to a departed brother.

Therefore voted, to appoint a committee of two to confer with the lodges in this town as to the right of precedence at funeral processions where the deceased has been a member of Marine and Masonic societies at the next meeting of this society.

Isaac Stone and Jacob Stone were accordingly chosen for the above purpose.

Aug. 25, 1814, the committee appointed at the last meeting of this society to confer with the Masonic societies in this town as to the right of precedence at funerals where the deceased had been a member of the Marine and Masonic societies, have attended the duty assigned them and ask leave to report.

That the committee appointed by St. Peter's Lodge declared that as the society of Masons is more ancient than any other in existence, they cannot yield the right of precedence at the funeral of a deceased brother (if a member of their lodge) to any society on earth.

St. Mark's Lodge have not had a meeting since ours, but by inquiry with some individuals, we presume that they will be governed by the same principle which St. Peter's Lodge declared should govern them.

ISAAC STONE,
JACOB STONE,

Committee.

Sept. 29, 1814, voted, to excuse Capt. Joseph Brown his dues amounting to \$4.30 during his long absence, he having been unfortunately captured by the Danes and lost his vessel.

Whereas the pressure of the times has a peculiar hard bearing on many of our brethren at this season of war and severe distress, and whereas it is very inconvenient for many of our members to attend our regular stated monthly meetings agreeably to our present charter and bye-laws.

Voted, that this society petition the legislature of this commonwealth at their next session, for permission to meet quarterly (instead of monthly) or to make such alterations as to the time of our periodical meetings as the society shall deem meet and expedient.

Voted, to choose a committee of three of our number to draft and present to the legislature at their approaching session, the petition above stated.

The President of this society, Capt. Michael Hodge, Capt. Isaac Stone, were chosen for the above purpose.

Voted, to cause inserted in the newspaper of tomorrow an invitation to all our brethren of this society to volunteer their services on Saturday next in assisting to complete the Breast

Works now throwing up on Plumb Island, or on the turnpike leading to said island, for the safety and defense of this town.

Note.—The above invitation was given and very generally complied with.

Oct. 27, 1814, voted, to excuse Capt. William Russell one fine of 50 cents for non-attendance at the funeral of Capt. Joseph Seveir, Capt. Russell being then sick, also to excuse him one fine of 25 cents in the month of August for not attending the regular meeting of the society, he then being past the age of 70 years.

Voted, to remit the fines and dues of the deceased members of this society, viz :

Capt. Joseph Seveir	\$.55
Capt. Peter Le Breton	.20
Capt. William Coombs	2.20
Capt. Joseph Tyler	1.55
	<hr/>
	\$4.50

Voted, that the secretary of this society be requested to procure a copy of the act passed on the 17th of this month by the legislature of this commonwealth (at the request of this society) for permission to regulate their meetings in such a way and manner as they shall deem meet and expedient.

The above vote was reconsidered upon the suggestion that the act would be printed and forwarded as soon as it would be wanted.

COMMONWEALTH OF MASSACHUSETTS.

In the Year of Our Lord 1814.

AN ACT

In addition to the Act establishing a Marine Society at Newburyport. Be it enacted by the Senate and House of Representatives in General Court assembled and by authority of the same:

That from and after the passing of this Act, the Marine Society at Newburyport may regulate and determine on their times of meeting, anything in the Act establishing that Society, passed on the eleventh day of October, one thousand seven hundred and seventy-seven, or in their by-laws as at present existing, to the contrary notwithstanding.

In the House of Representatives, October 17th, 1814.
This bill, having had three several readings, passed to be enacted.

TIMOTHY BIGELOW, Speaker.

In Senate, October 18th, 1814.
This bill, having had two several readings, passed to be enacted.

JOHN PHILLIPS, President.

October 18th, 1814.

Approved.

CALEB STRONG.

A true copy. Attest:

EDWARD D. BANGS,
Secretary of the Commonwealth

Nov. 24, 1814, officers chosen:

Capt. Nicholas Johnson, President.

Capt. Abraham Wheelwright, Vice President.

Capt. Sewell Toppan, Treasurer.

Capt. Isaac Stone, Secretary.

Committee for managing the society's funds:

Capt. Michael Hodge,

Capt. Peter Le Breton,

Capt. Edmund Kimball,

Capt. Jacob Stone,

Capt. Paul Simpson.

Committee to visit the widows and orphans:

Capt. David Stickney,

Capt. George Jenkins,

Capt. Benjamin Wyatt,

Capt. Thomas Follansbee,

Capt. Thomas Morrison.

Voted, that this society will in future meet quarterly instead of monthly, and that the times of our regular meetings shall be in the months of November and February at 7 o'clock p. m., and in the months of May and August at 6 o'clock p. m., on the last Thursday in each of the aforesaid months.

Voted, that the secretary of this society be requested to notify the members who are absent, of the preceding vote.

Voted, to hold our meetings the ensuing year at the house of Mr. Stephen Hammond.

Voted, that this society will not dine together this year at the expense of the society's funds.

Voted, to adjourn the present meeting to Thursday the eighth day of December next, then to meet at this place, Mr. Hammond's at 6 o'clock p. m.

Dec. 8, 1814, report of the Relief Committee :

To the widow of Capt. Wyatt St. Barbe	\$30
To the widow of Capt. Abel Lunt	20
To the widow of Capt. Jonathan Moulton	40
To the widow of Capt. Joseph Woodman	20
To the widow of Capt. Nicholas Pierce	30
To the widow of Capt. Benaiah Titcomb	20
To the widow of Capt. William Nichols	10
To the widow of Capt. Philip Aubin	20
To the widow of Capt. Enoch Pike	20
To the widow of Capt. Joseph Tyler	20
To Capt. Henry Friend	20
To youngest son of Capt. Ebenezer Choate (deceased)	8
	<hr/>
	\$258

They further recommend that the situation of the following persons be taken into consideration by the society, viz :

To the widow of Capt. Friend Dole, and the widow of Capt. John Elliot, to whom the society voted the sum of twenty dollars each as temporary relief.

DAVID STICKNEY,
BENJAMIN WYATT,
GEORGE JENKINS,
THOMAS FOLLANSBEE,
THOMAS MORRISON,

Committee.

May 25, 1815, voted, that the sum of thirteen dollars be appropriated to the relief of the widow Mary St. Barbe, she having requested further aid from the society, and that the treasurer be authorized to pay the same.

A petition was presented the society from Charles Rogers, requesting a recommendation to His Excellency the Governor, to enable him to obtain an appointment as a pilot for the river Merrimack, but the rules of the society not being complied with in his having a certificate from the merchants of Newburyport, the petition was not acted on.

Aug. 31, 1815, Mr. Charles Rogers having presented to the society a certificate from a number of the merchants of the town of Newburyport, attesting his qualifications as a pilot, his petition was taken into consideration and voted unanimously, that Mr. Charles Rogers be recommended to His Excellency the Governor.

as a suitable person for a pilot into and out of the river Merrimack.

Nov. 30, 1815, officers chosen:

Capt. Nicholas Johnson, President.

Capt. Abraham Wheelwright, Vice President.

Capt. Jacob Stone, Treasurer.

Capt. Peter Le Breton, Secretary.

Voted, that the thanks of the society be presented to Capt. Isaac Stone for his services as secretary, he having resigned.

Voted, that the thanks of the society be presented to Capt. Sewell Toppan for his services as treasurer, he having resigned.

Committee for managing the society's funds:

Capt. Michael Hodge,

Capt. Edmund Kimball,

Capt. Paul Simpson,

Capt. Benjamin Wyatt,

Capt. Isaac Adams.

Committee to visit the widows and orphans:

Capt. David Stickney,

Capt. George Jenkins,

Capt. Eleazer Johnson,

Capt. Michael Titcomb,

Capt. Abraham Wheelwright.

Voted, that Capt. Jacob Stone be appointed to attend to the wants and necessities of Col. Edward Wigglesworth, and supply him with such clothing as may be necessary, to an amount not exceeding twenty dollars, and pay his board at the rate of one dollar per week, and that he be authorized to draw on the treasurer for the amount.

Voted, that the secretary be requested to call in person or by letter on all delinquent members for what sums they may be indebted to the society, and in case of non-payment at the expiration of six months, they shall be disfranchised.

Voted, that this society will meet monthly as regulated by the laws of the society, previous to the act passed by the legislature, and each member be informed of the same by the secretary.

A letter was received from the widow Elizabeth Pike, requesting assistance from the society which was read and referred to the committee for visiting widows and orphans.

Dec. 14, 1815, report of the Relief committee :

To the widow of Capt. Jonathan Moulton	\$40
To the widow of Capt. Joseph Tyler	40
To the widow of Capt. Wyatt St. Barbe	30
To the widow of Capt. Benaiah Titcomb	30
To the widow of Capt. Benjamin Rogers	20
To the widow of Capt. Abel Lunt	15
To the widow of Capt. Joseph Woodman	15
To the widow of Capt. Philip Aubin	15
To the widow of Capt. Enoch Pike	15
To Capt. Henry Friend	10
	<hr/>
	\$230

DAVID STICKNEY,
GEORGE JENKINS,
ELEAZER JOHNSON,
MICHAEL TITCOMB,
ABRAHAM WHEELWRIGHT,

Committee.

Voted, to accept the report of the visiting committee, except the sum of twenty dollars for the widow of Capt. Benjamin Rogers, which is to be placed in the hands of Capt. Michael Hodge for her use and to be applied in such a manner as he may think proper.

Voted, that the treasurer be authorized and empowered to sue out the mortgage on the estate of the late Capt. Benjamin Rogers.

Voted, that the committee for managing the society's funds be requested to make such repairs on the house of the late Capt. Benjamin Rogers as they may think expedient and make the best improvements of the same.

Dec. 28, 1815, report of the committee for managing the society's funds:

16 shares in the Massachusetts bank	\$8000.00
18 shares in the Newburyport bank	1080.00
Note of Capt. Benjamin Rogers, deceased	250.00
Cash in the hands of the treasurer	31.33

\$9361.33

Newburyport, Dec. 28, 1815.

M. HODGE,
BENJAMIN WYATT,
PAUL SIMPSON,

Committee.

March 28, 1816, voted, that a committee be chosen to co-operate with the committee of the Boston Marine Society on the subject of their letter addressed to this society on the propriety of petitioning Congress for a new survey of our coast.

Capt. Nicholas Johnson, Capt. Michael Hodge and Capt. Abraham Wheelwright, were chosen.

A petition was received from the widow of Capt. Joseph Tyler requesting some relief from the society.

Voted, that the sum of fifteen dollars be appropriated to the relief of the widow of Capt. Joseph Tyler.

May 30, 1816, voted, that a further time of three months be given to such members of this society as have not paid their fines and dues according to a vote of the society passed at the annual meeting in November last.

June 27, 1816, voted, to excuse Capt. Joseph Noyes his dues, he being too infirm to meet with the society and unable to pay, and that he shall likewise be exonerated from any further demands for dues to the society.

Voted, that the vacancy in the committee for managing the society's funds, by the death of Capt. Michael Hodge, be filled. Capt. Hodge died June 24, 1816.

Voted, that Capt. Abraham Wheelwright be on the before mentioned committee.

Aug. 29, 1816, voted, that Capt. Israel Young be dismissed from this society according to his request received this evening, and the secretary notify him thereof.

Voted, that Capt. Nathaniel Nowell, Capt. Ebenezer Stocker, Capt. Richard Toppan, and Capt. William Thomas, be disfranchised from being members of this society, for non-compliance with a vote passed at the annual meeting in November last for the recovery of fines and dues from delinquent members, of which they were notified by the secretary.

Sept. 26, 1816, voted, that Capt. William Thomas be re-admitted to this society on a representation from Capt. Sewell Toppan, that he was authorized to pay Capt. Thomas' dues by him immediately on his receiving a notification from the secretary, but was omitted by Capt. Toppan being absent from the society.

Oct. 31, 1816, \$18.65 collected in fines this evening, likewise \$240 received from Mr. Adams for dividends at the Massachusetts bank were paid the treasurer.

Capt. William Bartlett was proposed as a candidate for admission into the society, by Capt. John March.

Capt. Samuel Nichols and Capt. John I. Ross were proposed for admission into the society.

Nov. 28, 1816, officers chosen:

Capt. Nicholas Johnson, President.

Capt. Abraham Wheelwright, Vice President.

Capt. Jacob Stone, Treasurer.

Capt. Peter Le Breton, Secretary.

Committee to manage the society's funds:

Capt. Abraham Wheelwright,

Capt. Isaac Adams,

Capt. George Jenkins,

Capt. Eleazer Johnson,

Capt. John N. Cushing.

Committee to visit the widows and orphans:

Capt. John March,

Capt. Michael Titcomb,

Capt. David Stickney,

Capt. Charles Hodge.

Voted, that Capts. William Bartlett, Samuel Nichols, and John I. Ross be admitted members of this society.

Voted, that Capt. William H. Mitchell be admitted a member of this society, his name not being proposed at the last meeting was in consequence of his being at sea.

Voted, that the sum for admittance into this society be thirty-five dollars.

Dec. 26, 1816, report of the committee on society's funds:

16 shares in the Massachusetts bank	\$8000.00
23 shares in the Newburyport bank	1380.00
House and land lately belonging to B. Rogers, deceased	250.00
Cash in hands of treasurer	400.15
	<hr/>
	\$10,030.15

Report of committee for visiting the widows and orphans:

Capt. Henry Friend	\$10
Widow of Capt. Enoch Pike	15
Widow of Capt. Wyatt St. Barbe	16
Widow of Capt. Benaiah Titcomb	10
Widow of Capt. Jonathan Moulton	30

Widow of Capt. Joseph H. Woodman	20
Widow of Capt. Abel Lunt	15
Widow of Capt. John Elliott	15
Widow of Capt. Benjamin Rogers	15
Orphans of Nicholas Pierce	10
Capt. Nathaniel Fletcher	30
	<hr/> \$86

Voted, that the sum of four dollars per month be allowed to pay the board of Col. Edward Wigglesworth, and the sum of twenty dollars to find him such necessities as he may require and the treasurer authorized to attend to and pay the same.

Jan. 30, 1817, Capt. George Campbell, Capt. William Graves, and Capt. Charles Davenport, were proposed for admission into the society.

Feb. 27, 1817, voted, that the treasurer be authorized to hire a sum of money, sufficient with what there is in his hands, to purchase six shares in the Newburyport bank.

March 27, 1817, voted, that the treasurer be authorized to pay Capt. Benjamin Wyatt, ten dollars.

Voted, that Capt. E. Johnson and the secretary, call on Capt. Nathaniel Fletcher and pay his fifteen dollars, if his situation requires it.

Voted, that this society will in future meet quarterly, and the time of meeting shall be in the months of November and February at 7 o'clock p. m., on the last Thursday in each month.

May 29, 1817, voted, that the treasurer be authorized to pay Capt. Michael Titcomb the sum of twenty-five dollars.

Nov. 27, 1817, officers chosen:

Capt. Nicholas Johnson, President.
 Capt. Abraham Wheelwright, Vice President.
 Capt. Jacob Stone, Treasurer.
 Capt. Peter Le Breton, Secretary.

Committee to manage the society's estate:

Capt. Abraham Wheelwright,
 Capt. John March,
 Capt. Eleazer Johnson,
 Capt. Edmund Kimball,
 Capt. John N. Cushing.

Voted, that Capt. John O'Brien's request, to be dismissed from this society be complied with and the secretary notify him thereof.

Voted, that thirty-five dollars be the sum to be paid for admittance.

Voted, that Capts. George Campbell, William Graves, and Charles Davenport, be admitted members of this society.

Voted, to adjourn this meeting to Thursday the 11th of December next, and then to meet at Mr. Gilman's Hotel.

Dec. 11, 1817, report of committee on society's estate :

16 shares in Massachusetts bank	\$8000.00
29 shares in Newburyport bank	1740.00
Daniel Dennis' and Moody Pearson's note	250.00
Cash in treasurer's hands	432.32
	<hr/>
	\$10,422.32

ABRAHAM WHEELWRIGHT,
JOHN MARCH,
ELEAZER JOHNSON,
JOHN N. CUSHING,

Committee.

Report of committee for visiting the widows and orphans :

To the widow of Capt. Jonathan Moulton	\$25
To the widow of Capt. Enoch Pike	15
To the widow of Capt. Benaiah Titcomb	15
To the widow of Capt. Wyatt St. Barbe	15
To the widow of Capt. Abel Lunt	15
To the widow of Capt. Green Johnson	25
To the widow of Capt. Joseph Woodman	10
To the orphans of Capt. Nicholas Pierce	10
Capt. Michael Titcomb	35
	<hr/>
	\$165

JOHN MARCH,
ELEAZER JOHNSON,
GEORGE JENKINS,
DAVID STICKNEY,

Committee.

Voted, that the committee for visiting the widows and orphans, call on Capt. Caleb Lufkin, and if his situation requires it, pay him a sum not exceeding twenty dollars.

Voted, that Col. Edward Wigglesworth be allowed one dollar per week to pay his board, and twenty dollars for clothes, and the treasurer be authorized to attend his wants and pay the money as he may judge proper.

May 28, 1818, voted, to excuse Capt. Isaac Adams, one dollar and twenty-five cents, for fines at Captains March and Russell's funerals, he being out of town.

Voted, that the sum of twenty-five dollars be payed by the treasurer to Capt. Michael Titcomb.

Voted, that the sum of twenty dollars be payed the widow of Capt. Abel Lunt, and the sum of ten dollars to the widow of Capt. Joseph Woodman.

Voted, that Capt. Joseph Patch be excused paying his dues and fines in consequence of his having the misfortune to lose his vessel.

Voted, Capt. William Williams was proposed as a member of this society.

Aug. 27, 1818, Capt. John Wills, Capt. Charles Cook were proposed by the secretary as candidates for admission into this society.

Nov. 26, 1818, officers elected:

Capt. Nicholas Johnson, President.

Capt. Abraham Wheelwright, Vice President.

Capt. Jacob Stone, Treasurer.

Capt. Peter Le Breton, Secretary.

Committee to manage the society's funds:

Capt. Abraham Wheelwright,

Capt. George Jenkins,

Capt. Eleazer Johnson,

Capt. Edmund Kimball,

Capt. John N. Cushing.

Committee to visit the widows and orphans:

Capt. George Jenkins,

Capt. Eleazer Johnson,

Capt. Edmund Kimball,

Capt. Isaac Adams,

Capt. David Stickney.

Voted, that Capt. William Williams, Capt. John Wills, and Capt. Charles Cook be admitted members of this society.

Voted, that Capt. Charles Davenport shall not be considered a member of this society, he not having conformed to the rules of admission.

Voted, that the sum for admission into this society be thirty-five dollars for each member.

Voted, to adjourn this meeting till the 10th of December, and then to meet at Mr. Gilman's Hotel, where they are to be held the year ensuing.

Dec. 10, 1818, report of committee for managing the society's funds:

16 shares in the Massachusetts bank	\$8000.00
38 shares in the Newburyport bank	2280.00
Daniel Dennis' note	250.00
Balance in treasurer's hands	319.39
	<hr/>
	\$10,849.39

Report of committee for visiting the widows and orphans:

To Capt. Henry Friend	\$48
To Capt. Michael Titcomb	48
To the widow of Green Johnson	30
To the widow of Wyatt St. Barbe	20
To the widow of Joseph H. Woodman	20
To the widow of Jonathan Moulton	30
To the widow of Abel Lunt	20
To the widow of Jonathan Titcomb	25
To the widow of David Lufkin	20
To the widow of Benjamin Rogers	20
Orphans of Capt. Nicholas Pierce	4
Orphans of Capt. Joseph Tyler	10
	<hr/>
	\$315

GEORGE JENKINS,
ELEAZER JOHNSON,
ISAAC ADAMS,
DAVID STICKNEY,
EDMUND KIMBALL,

Committee.

Feb. 25, 1819, Capt. Richard S. Pickett, Capt. David Haskett and Capt. Alexander Livingston, were proposed for membership.

Voted, that the sum of \$15 be paid to the committee on donations for the use of the widow of Capt. Jonathan Titcomb.

Voted, that the sum of \$30 be paid by the treasurer to the committee on donations for the use of the widow of Capt. Ebenezer Hoyt.

Voted, that the sum of \$15 be paid by the treasurer to the committee on donations for the use of the children of Capt. Moses Brown, and the same sum to be paid for their use quarterly.

May 27, 1819, Capt. Abel Johnson was proposed by the secretary as a candidate for admission into the society.

Nov. 25, 1819, officers elected:

Capt. Nicholas Johnson, President.

Capt. Abraham Wheelwright, Vice President.

Capt. Jacob Stone, Treasurer.

Capt. Peter Le Breton, Secretary.

Finance committee:

Capt. Abraham Wheelwright,

Capt. George Jenkins,

Capt. Eleazer Johnson,

Capt. Edmund Kimball,

Capt. John N. Cushing.

Relief committee:

Capt. George Jenkins,

Capt. David Stickney,

Capt. Isaac Adams,

Capt. Eleazer Johnson,

Capt. Stephen Holland.

Voted unanimously, that Capt. Abel Johnson, Capt. Alexander Livingston, Capt. Richard Picket and Capt. David Haskell be admitted members of this society.

Voted, that the sum for admittance into this society for the year ensuing be thirty-five dollars.

Dec. 9, 1819, report of committee for managing the society's funds:

16 shares in Massachusetts bank	\$8000.00
43 shares in Newburyport bank	2580.00
Daniel Dennis' and Moody Pearson's note	250.00
Cash in the hands of the treasurer	439.29

\$11,269.29

ABRAHAM WHEELWRIGHT,
GEORGE JENKINS,
ELEAZER JOHNSON,
EDMUND KIMBALL,

Committee.

Report of committee for visiting the widows and orphans:

Capt. Henry Friend	\$ 7 per month
Capt. Michael Titcomb	48 per year
Capt. Michael Titcomb	15 to buy a great coat.
To the widow Green Johnson	30
To the widow Jonathan Moulton	30
To the widow Ebenezer Hoyt	30
To the widow Wyatt St. Barbe	25
To the widow Benaiah Titcomb	20
To the widow Joseph Woodman	20
To the widow Abel Lunt	20
To the widow Benjamin Rogers	20
Orphans of Joseph Tyler	15
Orphans of Moses Brown	15 per quarter
Orphans of Nicholas Pierce	5 per quarter

GEORGE JENKINS,
STEPHEN HOLLAND,
DAVID STICKNEY,
ELEAZER JOHNSON,

Committee.

Voted, that the committee on donations be authorized to draw on the treasurer, the amount of \$278, and likewise the sum of \$53 quarterly and pay the same in accordance with their report.

Voted, that Capt. William Thomas be disfranchised for not conforming to the laws of the society.

Voted, that Capt. Nicholas Johnson, Capt. Abraham Wheelwright, and Capt. Jacob Stone, be a committee to call on such members of this society as they may have heard reports respecting their improper conduct, and acquaint them of it, and if they do not reform they will be disfranchised.

Feb. 24, 1820, voted, that the members of this society approve of the manner in which their committee have performed the duty assigned them in advising with those members whose conduct has been reprehensible, and likewise that they approve of their advancing the sum of fifteen dollars to Capt. John Dole, and that they may advance him any further sum they may think proper, not exceeding fifty dollars.

Voted, that the committee of donations be authorized to pay to the daughter of the late Capt. Henry Friend, thirty dollars, in lieu of the seven dollars per month allowed her father.

May 25, 1820, voted, that the committee for managing the society's funds are authorized to deposit what money the treasurer

has or may have on hand in the savings bank or any other they may think proper.

Aug. 31, 1820, voted, seven dollars be loaned to Capt. James Francis by the society for the relief of his daughter, and that the treasurer pay the money to the Rev. James Morse, taking his receipt for the same, and request Mr. Morse to apply it for her use as he judges proper.

Nov. 30, 1820, officers elected:

Capt. Nicholas Johnson, President.

Capt. Abraham Wheelwright, Vice President.

Capt. Jacob Stone, Treasurer.

Capt. Peter Le Breton, Secretary.

Finance committee:

Capt. Abraham Wheelwright,

Capt. George Jenkins,

Capt. Eleazer Johnson,

Capt. John N. Cushing,

Capt. Paul Simpson.

Relief committee:

Capt. George Jenkins,

Capt. Isaac Adams,

Capt. Eleazer Johnson,

Capt. Joseph Patch,

Capt. Daniel Stone.

Voted unanimously, that Capt. Nathaniel Jackson and Capt. John H. Titcomb be admitted members of this society.

Voted, that the sum for admittance be \$35 for the year ensuing.

Dec. 14, 1820, report of committee for managing the society's funds:

16 shares in the Massachusetts bank	\$8000.00
43 shares in the Newburyport bank	2580.00
Daniel Dennis' and Moody Pearson's note	250.00
Deposit in Savings Bank of Newburyport	450.00
In treasurer's hands	242.19 1-2

\$11,522.19 1-2

ABRAHAM WHEELWRIGHT,
GEORGE JENKINS,
ELEAZER JOHNSON,
JOHN N. CUSHING,
PAUL SIMPSON,

Committee.

Report of the committee for visiting the widows and orphans:

Capt. Michael Titcomb	\$ 5 per mo. paid quarterly.
To the widow Green Johnson	25
To the widow Wyatt St. Barbe	15
To the widow Benaiah Titcomb	20
To the widow Joseph H. Woodman	15
To the widow Jonathan Moulton	20
To the widow Abel Lunt	15
To the widow Jonathan Titcomb	20
To the widow Benjamin Rogers	15
To the widow Ebenezer Hoyt	25
To the widow John March	20
Two orphans of Moses Brown	5 each per quarter
Orphans of Nicholas Pierce	5 each per quarter
	<hr/>
	\$310

GEORGE JENKINS,
ISAAC ADAMS,
ELEAZER JOHNSON,
JOSEPH PATCH,
DANIEL STONE,

Committee.

Voted, that Capt. Eleazer Johnson be authorized to call on the treasurer for the sum of \$20, to be delivered to Rev. J. Morse for the use of the child of Capt. James Francis.

Voted, that Capt. James Francis be disfranchised from this society for improper conduct.

Note—Capt. James Francis died Dec. 16, 1820, two days after being expelled from the society.

Feb. 22, 1821, voted, that the committee for visiting the widows and orphans be authorized to pay the funeral charges of Capt. Michael Titcomb, and to draw on the treasurer for the amount.

Voted, that the committee on donations pay the widow of Capt. Thomas Follansbee, twenty dollars.

May 31, 1821, voted, that the committee on donations pay to the widow of Capt. Michael Titcomb, twenty dollars.

Nov. 29, 1821, officers elected:

Capt. Nicholas Johnson, President.

Capt. Abraham Wheelwright, Vice President.

Capt. Jacob Stone, Treasurer.

Capt. Peter Le Breton, Secretary.

Finance committee:

Capt. Abraham Wheelwright,
 Capt. George Jenkins,
 Capt. Eleazer Johnson,
 Capt. John N. Cushing,
 Capt. Paul Simpson.

Relief committee:

Capt. George Jenkins,
 Capt. Isaac Adams,
 Capt. Eleazer Johnson,
 Capt. Daniel Stone,
 Capt. Joseph Patch.

Voted, that Capt. Dennis Condry be admitted a member of this society.

Voted, that the sum for admittance into this society for the ensuing year be thirty-five dollars.

Voted, that Capt. Caleb Lufkin be disfranchised from this society.

Voted, Capts. Isaac Adams, Eleazer Johnson and Paul Simpson, be a committee to wait on those members of this society who are irregular in their conduct.

Dec. 13, 1821, report of committee for managing the society's funds:

16 shares in the Massachusetts bank	\$4000.00
100 shares in the Newburyport bank	6000.00
Deposit in Savings bank, Newburyport	707.50
Cash in hands of treasurer	1026.97
	<hr/>
	\$11,734.47

ABRAHAM WHEELWRIGHT,
 GEORGE JENKINS,
 ELEAZER JOHNSON,
 JOHN N. CUSHING,
 PAUL SIMPSON,

Committee.

Report of the committee on donations:

Widow of John Dole	\$30
Widow of Thomas Follansbee	25
Widow of Jonathan Moulton	25
Widow of Michael Titcomb	20

Widow of Ebenezer Hoyt	20
Widow of Jonathan Titcomb	20
Widow of Joseph H. Woodman	20
Widow of Green Johnson	20
Widow of Benaiah Titcomb	20
Widow of Wyatt St. Barbe	18
Widow of Abel Lunt	15
Widow of Benjamin Rogers	15
Three orphans of Moses Brown	5 each per quarter.
Orphans of Nicholas Pierce	5 per quarter.

\$328

GEORGE JENKINS,
DANIEL STONE,
JOSEPH PATCH,

Committee.

Aug. 29, 1822, voted, that Enoch Lunt, Jr., of Newbury, be recommended by the president of this society to the Governor and Council, as a person capable of performing the office of pilot for the river Merrimack.

Voted, that the committee appointed to examine into the irregular conduct of the members of this society, enquire particularly into that of Capt. William Mitchell, and make their report at the next meeting.

Nov. 28, 1822, officers elected:

Capt. Nicholas Johnson, President.

Capt. Abraham Wheelwright, Vice President.

Capt. Jacob Stone, Treasurer.

Capt. Peter Le Breton, Secretary.

Finance committee:

Capt. Abraham Wheelwright,

Capt. George Jenkins,

Capt. Eleazer Johnson,

Capt. John N. Cushing,

Capt. Paul Simpson.

Relief committee:

Capt. George Jenkins,

Capt. Isaac Adams,

Capt. Eleazer Johnson,

Capt. Charles Cook,

Capt. Isaac Stone.

Admission fee, \$35.

Voted, that Capt. William H. Mitchell be disfranchised from this society.

Report of the finance committee:

16 shares in the Massachusetts bank	\$4000.00
100 shares in the Newburyport bank	6000.00
Deposit in the Savings bank, Newburyport	776.76
Note of Capt. William Davis, agent for the Fishing Co., dated April 6, 1822, at 5 per cent. interest	850.00
Amount in the hands of treasurer	391.82
	<hr/>
	\$12,018.58

ABRAHAM WHEELWRIGHT,
GEORGE JENKINS,
ELEAZER JOHNSON,

Committee.

Report of relief committee:

Widow of Green Johnson	\$20
Widow of Wyatt St. Barbe	18
Widow of Benaiah Titcomb	20
Widow of Joseph H. Woodman	20
Widow of Jonathan Moulton	18
Widow of Abel Lunt	15
Widow of Jonathan Titcomb	15
Widow of Benaiah Rogers	15
Widow of Eben Hoyt	20
Widow of Michael Titcomb	20
Widow of Thomas Follansbee	30
Widow of John Dole	30
Widow of Philip Aubin	20
Three orphans of Moses Brown	5 each per quarter
One orphan of Nicholas Pierce	5 per quarter.

\$341

GEORGE JENKINS,
ISAAC ADAMS,
ELEAZER JOHNSON,
ISAAC STONE,
CHARLES COOK,

Committee.

Feb. 27, 1823, voted, that Capt. Charles Cook be authorized to purchase one cord of wood for the orphans of Capt. Joseph Tyler, draw on the treasurer for the amount, and at the same time inform them that they are to expect no further assistance from this society.

Voted, that the entrance money paid by Capt. William Mitchell to this society, be refunded to his wife, and that Capt. Eleazer Johnson be authorized to draw on the treasurer for the amount and pay it over to her.

May 29, 1823, voted, to approve of the conduct of the finance committee in loaning money to the Fishing Co. of Newburyport, though such proceedings be contrary to the regulations of this society.

Nov. 27, 1823, officers chosen :

Capt. Nicholas' Johnson, President.

Capt. Abraham Wheelwright, Vice President.

Capt. Jacob Stone, Treasurer.

Capt. Peter Le Breton, Secretary.

Finance committee :

Capt. Abraham Wheelwright,

Capt. George Jenkins,

Capt. Eleazer Johnson,

Capt. Paul Simpson,

Capt. Charles Cook.

Relief committee :

Capt. Stephen Holland,

Capt. Isaac Stone,

Capt. John Wills,

Capt. George Jenkins,

Capt. Joseph Patch.

Admission fee, \$35.

Dec. 11, 1823, report of finance committee :

16 shares in Massachusetts bank	\$4000.00
100 shares in Newburyport bank	6000.00
Note of Capt. William Davis, dated April 6, 1822,	
at 5 1-2 per cent. interest	850.00
Note of Capt. William Davis, dated April 21, 1823,	
at 5 1-2 per cent. interest	1174.00
Amount in the hands of the treasurer	313.44
	<hr/>
	\$12,337.44

CHARLES COOK,
ABRAHAM WHEELWRIGHT,
ELEAZER JOHNSON,
PAUL SIMPSON,

Committee.

Report of relief committee:

Three orphans of Capt. Moses Brown	\$60
One orphan of Capt. Nicholas Pierce	20
Widow of Capt. John Dole	50
Widow of Capt. Eben Hoyt	20
Widow of Capt. Jonathan Moulton	30
Widow of Capt. Michael Titcomb	30
Widow of Capt. Abel Lunt	18
Widow of Capt. Philip Aubin	20
Widow of Capt. Wyatt St. Barbe	20
Widow of Capt. Joseph Woodman	18
Widow of Capt. Benaiah Titcomb	22
Widow of Green Johnson	20
Widow of Benjamin Rogers	20
Widow of Capt. Thomas Follansbee	30
Widow of Capt. Jonathan Titcomb	15

 \$343

ISAAC STONE,
STEPHEN HOLLAND,
JOSEPH PATCH,
GEORGE JENKINS,

Committee.

May 27, 1824, voted, that the society approve of the proceedings of the committee respecting the loan of \$100 to Capt. Stephen Holland, and that they be authorized to grant him a further loan of \$100.

Nov. 25, 1824, voted, that this society return their thanks to Capt. Nicholas Johnson for his faithful and honorable discharge of his duties while their president, and they regret that he feel it necessary to resign that office.

Admission fee, \$35.

Voted, that Capt. Joseph Russell be admitted a member of this society.

Officers elected:

Capt. Abraham Wheelwright, President.

Capt. Jacob Stone, Vice President.

Capt. Eleazer Johnson, Treasurer.

Capt. Peter Le Breton, Secretary.

Finance committee:

Capt. Nicholas Johnson,

Capt. George Jenkins,

Capt. Joseph Patch,

Capt. Isaac Stone,

Capt. Paul Simpson.

Relief committee:

Capt. Jacob Stone,
 Capt. John Wills,
 Capt. Joseph Patch,
 Capt. Charles Hodge,
 Capt. Daniel Stone.

Dec. 9, 1824, report of finance committee:

100 shares in the Newburyport bank	\$6000.00
16 shares in Massachusetts bank	4000.00
Note of William Davis on demand	2200.00
Stephen Holland, balance of note	81.29
Amount in the hands of the treasurer	389.70
	<hr/>
	\$12,670.99

NICHOLAS JOHNSON,
 GEORGE JENKINS,
 PAUL SIMPSON,
 JOSEPH PATCH,

Committee.

Report of relief committee:

Orphans of Capt. Moses Brown	\$50
Orphans of Capt. Nicholas Pierce	15
Widow of Capt. John Dole	50
Widow of Capt. Eben Hoyt	15
Widow of Capt. Jonathan Moulton	40
Widow of Capt. Michael Titcomb	40
Widow of Capt. Abel Lunt	20
Widow of Capt. Philip Aubin	20
Widow of Capt. Wyatt St. Barbe	20
Widow of Capt. Joseph Woodman	15
Widow of Capt. Benaiah Titcomb	35
Widow of Capt. Thomas Follansbee	35
Widow of Green Johnson	15
Widow of Capt. Jonathan Titcomb	15
	<hr/>
	\$385

ISAAC STONE,
 JOSEPH PATCH,
 DANIEL STONE,
 CHARLES HODGE,
 JOHN WILLS,

Committee.

Voted, that Capt. Paul Simpson be authorized to draw on the treasurer for \$90 and pay the same to the widows of Capt. Michael Titcomb and John Dole, in such manner and way as he shall judge best.

Voted, that the thanks of this society be given to Mr. Joseph Adams of Boston, for his politeness in attending to the business there, free of expense to the society, and that the secretary communicate the same to him.

May 26, 1825, voted, that Capts. George Jenkins, Eleazer Johnson, Isaac Adams, and Joseph Patch, be a committee in accordance with the request of Capt. Isaac Stone, to investigate the facts relative to his late unfortunate voyage in the brig Sewell.

Voted, that the president be authorized, either personally or by agent, to purchase stock to the amount not exceeding three thousand dollars, in the bank about to be established at or near Saco, the committee for managing the society's funds concurring therewith.

Voted, that this meeting stand adjourned till notification be given by the committee appointed to examine into Capt. Stone's case, that they are ready to make their report.

June 6, 1825, voted, to accept the report of the committee appointed to investigate the conduct of Capt. Isaac Stone on his late voyage in the brig Sewell.

Voted, that Capt. John Wills, Abraham Wheelwright and Isaac Adams, be a committee to draft a certificate for Capt. Stone, and to lay it before the society at the adjournment.

June 10, 1825, voted, to adjourn this meeting to Tuesday, the 14th inst, and that each member of the society be notified of the same in writing.

Voted, that Capt. Charles Stone be requested to perform the duty of (Hodge) the secretary during his absence.

June 14, 1825, voted, that a certificate be granted to Capt. Isaac Stone according to the report of their committee, and agreeable to the twenty-first article of their bye-laws.

Aug. 25, 1825, voted, that the committee for managing the society's funds be authorized to take such measures as they may think expedient to procure the money for paying the instalments on the stock subscribed for in the new bank at Saco.

Nov. 24, 1825, officers elected:

Capt. Abraham Wheelwright, President.

Capt. Jacob Stone, Vice President.

Capt. Eleazer Johnson, Treasurer.

Capt. Peter Le Breton, Secretary.

Admission fee, \$35.

Finance committee:

Capt. George Jenkins,

Capt. Joseph Patch,

Capt. Isaac Stone,

Capt. Paul Simpson,

Capt. Joseph Russell.

Relief committee:

Capt. Jacob Stone,

Capt. John Wills,

Capt. Joseph Patch,

Capt. William Nichols,

Capt. Joseph Russell.

Voted, that the secretary be requested to call on Capt. Benjamin Pierce and Capt. William Bartlett, and inform them, that unless they comply with the bye-laws by visiting the society and paying their dues, they will be disfranchised.

Report of the finance committee:

100 shares in the Newburyport bank	\$6000.00
16 shares in the Massachusetts bank	4000.00
30 shares in the Manufacturers bank, Saco	1500.00
Fishing Co. note	1100.00
Capt. Stephen Holland's note	81.29
Cash in the hands of the treasurer	330.79

\$13,012.08

GEORGE JENKINS,
ISAAC STONE,
JOSEPH P. RUSSELL,

Committee.

Report of relief committee:

Widow of Capt. John Dole	\$75
Widow of Capt. Michael Titcomb	50
Widow of Capt. Jonathan Moulton	40
Widow of Capt. Benaiah Titcomb	60

Widow of Capt. Thomas Follansbee	60
Widow of Capt. Philip Aubin	25
Widow of Capt. Wyatt St. Barbe	40
Widow of Capt. Joseph Woodman	20
Widow of Capt. Abel Lunt	40
Widow of Capt. Eben Hoyt	20
Widow of Capt. Green Johnson	20
Orphans of Moses Brown	30
Orphans of Nicholas Pierce	25

\$505

JACOB STONE,
WILLIAM NICHOLS,
JOSEPH PATCH,
JOSEPH P. RUSSELL,
JOHN WILLS, JR.,

Committee.

Voted, that Capts. George Jenkins, Isaac Adams, and Jacob Stone, be a committee to find a suitable place for the society to meet at in future.

Aug. 31, 1826, voted, that the sum of \$25 be appropriated to the use of the widow of Capt. Alexander Livingston, and that the visiting committee be authorized to draw on the treasurer for that amount.

Special meeting, Oct. 4, 1826, voted, that Capts. Eleazer Johnson, Sewell Toppan, Isaac Stone, John Wills, and Joseph Russell, be a committee to wait on Col. Anderson, the gentleman appointed by government to survey our harbor, and offer him their assistance with that of the society, to effect his purpose.

Nov. 30, 1826, voted, that the sum for admission into this society for the year ensuing be \$35.

Officers elected:

Capt. Abraham Wheelwright, President.
Capt. Jacob Stone, Vice President.
Capt. Eleazer Johnson, Treasurer.
Capt. Peter Le Breton, Secretary.

Finance committee:

Capt. George Jenkins,
Capt. Joseph Patch,
Capt. John N. Cushing,
Capt. Paul Simpson,
Capt. Joseph P. Russell.

Relief committee :

Capt. George Jenkins,
 Capt. Joseph Patch,
 Capt. John N. Cushing,
 Capt. Paul Simpson,
 Capt. Joseph P. Russell.

Voted, that Capt. Benjamin Pierce be disfranchised for not complying with the bye-laws of this society, and that his dues and fines be remitted to him.

Voted, to accept the report of the committee chosen at the special meeting in November, to wait on Col. Anderson, and that the same committee be requested to give him such further information as he has requested, and likewise to our representative in Congress such directions as are necessary for the furtherance of the object in view.

Voted, that this society recommend Mr. Joseph Lunt to the Governor, as a pilot for the harbor of Newburyport, according to the request of the merchants of this town.

Dec. 14, 1826, report of the finance committee :

100 shares in the Newburyport bank	\$6000.00
16 shares in the Massachusetts bank	4000.00
30 shares in the Manufacturers bank, Saco	3000.00
Capt. Stephen Holland's note	81.29
Cash in hands of the treasurer	229.28 1-2

\$13,310.57 1-2

GEORGE JENKINS,
 JOSEPH PATCH,
 JOHN N. CUSHING,
 PAUL SIMPSON,

Committee.

Report of the relief committee :

Capt. Sewell Toppan	\$50
Widow of Capt. Michael Titcomb	50
Widow of Capt. John Dole	75
Widow of Capt. Thomas Follansbee	60
Widow of Capt. Alexander Livingston	40
Widow of Capt. Philip Aubin	20
Widow of Capt. Wyatt St. Barbe	35
Widow of Capt. Joseph Woodman	20
Widow of Capt. Abel Lunt	30
Widow of Capt. Eben Hoyt	20

Widow of Capt. Green Johnson	20
Widow of Capt. Jonathan Moulton	40
Widow of Capt. William Nichols	20
Orphans of Capt. Moses Brown	30

 \$510

GEORGE JENKINS,
JOHN N. CUSHING,
PAUL SIMPSON,
JOSEPH PATCH,
JOSEPH P. RUSSELL,

Committee.

Nov. 29, 1827, officers elected :

Capt. Abraham Wheelwright, President.

Capt. Eleazer Johnson, Vice President.

Capt. George Jenkins, Treasurer.

Capt. Joseph Brown, Jr., Secretary.

Voted, that the sum to be paid for admittance into this society be \$35.

Finance committee :

Capt. Paul Simpson,
Capt. John Wills, Jr.,
Capt. George Campbell,
Capt. Isaac Adams,
Capt. William Nichols.

Relief committee :

Capt. Paul Simpson,
Capt. John Wills, Jr.,
Capt. George Campbell,
Capt. Isaac Adams,
Capt. William Nichols.

Voted, that the society meet at Mr. Gilman's hotel the year ensuing.

Voted unanimously, that the thanks of the society be presented to Capt. Peter Le Breton for the long and faithful services rendered by him while performing the duties of his office as secretary.

At a special meeting of the Marine Society held at the office of William Woart, Esq., on Friday evening, Dec. 7, 1827, at 6 o'clock p. m., the subject for consideration before the society being the obstructions in and at the entrance of the Merrimack river.

Voted, that a memorial be drawn and presented to Congress by the society on the above mentioned subject.

Voted, that a committee of three be chosen to draft said memorial.

Voted, that a committee of two be chosen to nominate the drafting committee.

Voted, that Capt. Abraham Wheelwright and Capt. Eleazer Johnson, be the nominating committee.

Voted, that Capts. Isaac Adams, Joseph P. Russell, and John Wills, Jr., be a committee to draft a memorial and report at the adjournment of the annual meeting, and that said memorial be signed by every member of the society.

Dec. 13, 1827, voted, to accept the report of the committee to prepare a memorial to be signed by the members of this society and that it be presented to Congress.

Voted, that the same committee prepare said memorial.

Report of the finance committee:

100 shares in the Newburyport bank	\$6000.00
16 shares in the Massachusetts bank	4000.00
30 shares in the Manufacturers bank, Saco	3000.00
Capt. Stephen Holland's note	81.29
Cash in the treasurer's hands	400.53 1-2
	<hr/>
	\$13,481.82 1-2

Dec. 4, 1827.

PAUL SIMPSON,
WILLIAM NICHOLS,
GEORGE CAMPBELL,
JOHN WILLS, JR.,

Committee.

Report of relief committee:

Capt. Sewell Toppan	\$50
Capt. John Dole's children	25
Capt. Moses Brown's children	20
Capt. James Myers	50
Widow of Capt. Thomas Follansbee	45
Widow of Capt. Alexander Livingston	60
Widow of Capt. Philip Aubin	30
Widow of Capt. Wyatt St. Barbe	35
Widow of Capt. Joseph Woodman	20
Widow of Capt. Abel Lunt	25
Widow of Capt. Eben Hoyt	15
Widow of Capt. Green Johnson	20

Widow of Capt. Jonathan Moulton	40
Widow of Capt. William Nichols	20
Widow of Capt. W. P. Johnson	20
Widow of Capt. William Pickett	20

 \$495

Dec. 5, 1827.

PAUL SIMPSON,
 ISAAC ADAMS,
 WILLIAM NICHOLS,
 GEORGE CAMPBELL,
 JOHN WILLS, JR.,

Committee.

Voted, that this society dispense with refreshments in future, and that the expense of room, candles, etc., be paid out of the funds, and likewise for this evening.

Agreed with John Gilman, to hold the meetings of this society at his house the year ensuing and pay him \$2 per evening for the room, lights, etc.

Feb. 28 1828, voted, to grant Capt. Joseph Bragdon twenty dollars.

Voted, that Capt. Paul Simpson draw on the treasurer for the above sum, and pay it to Capt. Joseph Bragdon.

Wednesday, Sept. 24, 1828, Brother George Campbell departed this life, aged 45 years, on Friday. He was interred at Old Town, the following members attending his funeral.

Capt. Abraham Wheelwright, Capt. Eleazer Johnson, Capt. George Jenkins, Capt. Joseph Brown, Jr., Capt. William Noyes, Capt. John Coombs, Capt. Sewell Toppan, Capt. Samuel Rolfe, Capt. Paul Simpson, Capt. James Meyer, Capt. William Williams, Capt. Joseph Patch, Capt. Jacob Stone, Capt. Joseph P. Russell, Capt. Peter Le Breton, Capt. Daniel Stone, Capt. Thomas Morrison, Capt. Charles Hodge, Capt. David Haskell, Capt. William Graves, Capt. John Wills, Jr., Capt. Samuel Nichols, Capt. William Bartlett, Jr., Capt. William Titcomb.

Nov. 27, 1828, officers chosen :

Capt. Abraham Wheelwright, President.
 Capt. Eleazer Johnson, Vice President.
 Capt. George Jenkins, Treasurer.
 Capt. Joseph Brown, Jr., Secretary.



SECTION OF MUSEUM.

Voted, to grant Capt. Stephen Holland the sum of forty dollars, and likewise to give him his note of hand for \$81.21, which the society holds against him.

Finance committee:

Capt. Paul Simpson,
Capt. John Wills,
Capt. Joseph P. Russell,
Capt. Isaac Stone,
Capt. Samuel Nichols.

Relief committee:

Capt. John N. Cushing,
Capt. Joseph Patch,
Capt. Mark Symonds,
Capt. Thomas Morrison,
Capt. William Titcomb.

Admission fee, \$35.

Voted, that the meetings of the society be held at the Merri-mack Hotel the year ensuing, and agreed with Mr. Gilman for the same terms as the past year.

Voted, that all members who are absent from the adjournment of annual meetings in future, shall pay a fine of twenty-five cents, unless they be excused by a vote of the society.

Report of the finance committee Dec. 11, 1828:

16 shares in the Massachusetts bank	\$4000.00
106 shares in the Newburyport bank, by 11 certificates	6360.00
30 shares in the Manufacturers bank, Saco	3000.00
Cash in treasurer's hands	287.67

\$13,647.67

PAUL SIMPSON,
JOHN WILLS,
JOSEPH P. RUSSELL,
SAMUEL NICHOLS,
ISAAC STONE,

Committee.

Report of relief committee:

Capt. Sewell Toppan	\$50
Capt. James Meyers	40
Capt. Joseph Bragdon	40
Widow of Capt. Alexander Livingston	55

Widow of Capt. Jonathan Moulton	35
Widow of Capt. Wyatt St. Barbe	30
Widow of Capt. Thomas Follansbee	20
Widow of Capt. Joseph Woodman	20
Widow of Capt. Abel Lunt	20
Widow of Capt. Eben Hoyt	20
Widow of Capt. W. P. Johnson	20
Widow of Capt. Green Johnson	10
Widow of Capt. William Pickett	10
Child of John Dole	20
	<hr/>
	\$390

Voted, that the committee for managing the society's funds be hereby authorized to sell and transfer the stock in the Manufacturers bank of Saco, with the consent of the president of this society, and invest the proceeds thereof in such stock as they may think expedient, if it should appear to them advisable.

Feb. 26, 1829, meeting held at Merrimack Hotel.

Voted, to grant fifteen dollars to the youngest daughter of Capt. Moses Brown deceased.

Voted, to grant the widow of Capt. Philip Aubin, twenty dollars.

March 5, 1829, Brother Peter Le Breton departed this life after lingering some time under a paralytic disorder, aged 58 years. His body was interred in the New burying ground, March 9, 1829. Twenty-one members attended his funeral.

Aug. 27, 1829, voted, that Capts. John Wills, Joseph Patch and Thomas Morrison, be a committee to ascertain the situation of the light houses on Plumb Island, and to consult with the mercantile gentlemen of the town, and if they think it necessary that they should be removed, to apply to the proper authorities and state the cause.

Nov. 26, 1829, meeting held at Merrimack Hotel. Officers chosen :

Capt. Eleazer Johnson, President.
 Capt. George Jenkins, Vice President.
 Capt. Paul Simpson, Treasurer.
 Capt. Joseph Brown, Jr., Secretary.

Finance committee :

Capt. John Wills,
 Capt. Joseph Russell,
 Capt. Isaac Stone,
 Capt. John N. Cushing,
 Capt. Joseph Patch.

Relief committee :

Capt. Thomas Morrison,
 Capt. William Graves,
 Capt. William Titcomb,
 Capt. John H. Titcomb,
 Capt. Joseph P. Russell.

Voted, that the thanks of this society be given to Capt. Abraham Wheewright, unanimously, for his faithful services during his presidency.

Voted, that the admission fee be \$35.

Voted, to hold the meetings of the society the ensuing year at the Merrimack Hotel, and agreed with Mr. Gilman for the room, etc., at \$2 per evening.

Voted, that a committee be chosen to revise the bye-laws of the society and to ascertain the expense of printing them, and to make their report at the adjournment on the second Thursday in December next. Capts. Hector Coffin, John Wills and Dennis Condry, were nominated and chosen as a committee to examine and revise the bye-laws.

Report of finance committee :

16 shares in Massachusetts bank, Boston	\$4000.00
106 shares in Newburyport bank, 11 certificates	6360.00
30 shares in Manufacturers bank, Saco	3000.00
Cash in treasurer's hands	546.30

\$13,906.30

JOHN WILLS,
 JOHN N. CUSHING,
 JOSEPH P. RUSSELL,
 JOSEPH PATCH,

Committee.

Report of relief committee:

Widow of Capt. Alexander Livingston	\$60
Widow of Capt. Jonathan Moulton	40
Widow of Capt. Wyatt St. Barbe	35
Widow of Capt. Thomas Follansbee	15
Widow of Capt. Wyatt St. Barbe	35
Widow of Capt. Joseph H. Woodman	25
Widow of Capt. Abel Lunt	25
Widow of Capt. Eben Hoyt	25
Widow of Capt. William P. Johnson	20
Widow of Capt. William Pickett	10
Widow of Capt. Green Johnson	10
Capt. Sewell Toppan	50
Capt. James Meyers	50
Capt. Joseph Bragdon	50
Child of John Dole	25
	<hr/>
	\$440

CAPT. THOMAS MORRISON,
 CAPT. JOSEPH P. RUSSELL,
 CAPT. WILLIAM GRAVES,
 CAPT. JOHN H. TITCOMB,

Committee.

Voted, that all sums granted over twenty dollars, are to be paid at two payments, semi-annually, and all sums granted under twenty dollars are to be paid in one payment.

Voted, the bye-laws as revised by the committee to be read and voted upon, article by article or singly.

Each article was read separately and accepted.

Voted, that the revising committee have power to alter the phraseology of the above articles in the bye-laws, not altering the sense of them.

Voted, that the president be authorized to apply to the legislature for liberty to make such alterations in the bye-laws of this society as have been presented by the revising committee.

Voted, that the said committee be authorized to get the bye-laws printed, and that each member be presented with a copy of them.

Voted, that there be two hundred copies of the bye-laws printed, and that the committee present the bill to the treasurer and he be authorized to pay the same.

Feb. 25, 1830, Merrimack Hotel, voted, to reconsider the vote (passed at the adjournment in December last) relating to the distribution of sums granted for relief.

Voted, that the distributing committee use their discretion in distributing the sums voted for relief in November last at the annual meeting.

Voted, that the president, vice president, and treasurer or either of them (as may be most convenient to themselves) are hereby requested to attend the annual or any other meetings of the banks in which the society is interested, represent the stock of the society, and vote as they may judge most conducive to our interests, and to enquire into the state of said banks and report the same at the next meeting.

Voted, that Capt. Abraham Wheelwright be a committee to write to his friend in Saco, to obtain information respecting the state of the Manufacturers bank in Saco.

Voted unanimously, that the thanks of this society be presented to Capt. William Farris, for his attention in forwarding the business relating to a petition of the society to the General Court, for amending their constitution and bye-laws, and that the secretary present him with a copy of the vote.

Voted, that the petition and the two acts be recorded.

Voted, that each member be presented with a diploma and book of the bye-laws (gratis.)

Candidates now on the book for admission :

Capt. Amos Noyes,
Capt. John C. Hardy,
Capt. Benjamin Harrod,
Capt. Micajah Lunt, Jr.,
Capt. George Lunt.

Commonwealth of Massachusetts, in the year of our Lord, one thousand eight hundred and fourteen.

An Act in addition to an Act establishing a Marine Society at Newburyport.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, that from and after the passing of this Act, the Marine Society at Newburyport may regulate and determine on their times of meeting, anything in the Act establishing that Society passed on the eleventh day of October one thousand seven hundred and seventy-seven, or in their bye-laws as at present existing to the contrary notwithstanding.

In the House of Representatives, Oct. 17, 1814, this bill having had three several readings passed to be enacted.

TIMOTHY BIGELOW, Speaker.

In Senate. This bill having had two several readings, passed to be enacted.

JOHN PHILLIPS, President.

A true copy.

EDWARD D. BANGS,
Secretary of the Commonwealth.

October 18, 1814.

Approved:

CALEB STRONG.

To the Honorable Senate and House of Representatives in General Court assembled:

Your petitioners, a committee of the Marine Society of Newburyport, humbly represent that in the year one thousand seven hundred and seventy-seven, a society (then of some years existence) was incorporated under the style and title of the Marine Society of Newburyport, with various privileges and powers, that in said act of incorporation, the four first officers of the society were entitled, Master, Deputy Master, Treasurer and Clerk, with permission of levying any penalty under twenty shillings, and to admit members by a majority of the votes of the members present.

Your petitioners acting under the vote of the members of the society and by order of the Master, pray in behalf of the society that the four first officers of the society may be called by the more republican and appropriate style and title of President, Vice President, Treasurer, and Secretary, the members of said society acknowledging no master, but the Supreme Ruler of the Universe, to whom they ever bow with humility, awe and reverence.

And that they have power to make laws to inflict penalties in extreme cases to the amount of ten dollars, and not to admit members short of two-thirds of the votes of all the members present, and your petitioners as in duty bound, shall ever pray.

HECTOR COFFIN,
JOHN WILLS,

Committee of the Marine Society of Newburyport.

A certificate of the clerk to the committee being regularly appointed and duly authorized for the above purposes and signed, Jan. 7, 1830.

A true copy.

JOSEPH BROWN, JR., Secretary.

Commonwealth of Massachusetts, in the year of our Lord, one thousand eight hundred and thirty.

An Act in addition to an act, entitled an Act establishing a Marine Society at Newburyport.

Be it enacted by the Senate and House of Representatives and in General Court assembled and by authority of the the same, that from and after the passing of this Act, the Marine Society of Newburyport shall call their four first officers by the style and title of President, Vice President, Treasurer and Secretary, and that they shall be empowered to make bye-laws and to inflict penalties to the amount of ten dollars, and that in the admission of members, two-thirds of the votes of all the members present shall be requisite to admit a candidate to membership, anything in the Act establishing that society passed on the eleventh day of October, one thousand seven hundred and seventy-seven, or in their bye-laws as at present existing, to the contrary notwithstanding.

In the House of Representatives, Jan. 21, 1830.

Passed to be enacted.

WILLIAM B. CALHOUN, Speaker.

In the Senate, Jan 21, 1830.

Passed to be enacted.

SAMUEL LATHROP, President.

Jan. 22, 1830. Approved:

LEVI LINCOLN.

A true copy of the original Act.

EDWARD D. BANGS,

Secretary of the Commonwealth.

May 27, 1830, voted, to excuse Capt. R. Follansbee his dues during the pleasure of the society.

Voted, that the secretary is authorized and requested to give each member who is prevented by age and other circumstances from attending the meetings of the society, a copy of the revised edition of the bye-laws and a diploma if they wish for one.

Voted, to refund Capt. Isaac Stone his dues paid in this evening, and that he be excused paying any dues in future during the pleasure of the society.

Candidates for membership:

Capt. Benjamin Pierce,
 Capt. Amos Noyes,
 Capt. John C. Hardy,
 Capt. Benjamin Harrod,
 Capt. Micajah Lunt, Jr.,
 Capt. George Lunt.

Aug. 26, 1830, the president read a letter from Capt. Benjamin Connor (formerly a member of this society) now at the city of Washington, after which the president read a copy of his answer to the above letter.

Nov. 25, 1830, officers chosen:

Capt. Eleazer Johnson, President.

Capt. George Jenkins, Vice President.

Capt. Paul Simpson, Treasurer.

Capt. Joseph Brown, Jr., Secretary.

Finance committee:

Capt. John Wills,

Capt. Joseph P. Russell,

Capt. Isaac Stone,

Capt. John N. Cushing,

Capt. Joseph Patch.

Relief committee:

Capt. Joseph P. Russell,

Capt. Dennis Condry,

Capt. Zebulon Titcomb,

Capt. John T. Ross,

Capt. William Williams.

Admission fee, thirty-five dollars.

Report of finance committee:

16 shares in the Massachusetts bank, Boston,	\$4000.00
111 shares in the Newburyport bank	6660.00
30 shares in the Manufacturers bank, Saco,	3000.00
2 shares in the Mechanics bank, Newburyport,	200.00
Cash in the hands of the treasurer	358.60

\$14,218.60

JOHN WILLS,
JOHN N. CUSHING,
JOSEPH P. RUSSELL,

Committee.

Newburyport, Nov. 30, 1830.

Report of the relief committee:

Capt. James Meyer	\$60
Capt. Sewell Toppan	50
Capt. Joseph Bragdon	45
Capt. Stephen Holland	30

Widow of Capt. Alexander Livingston	70
Widow of Capt. Eben Hoyt	15
Widow of Capt. W. P. Johnson	30
Widow of Capt. Philip Aubin	15
Widow of Capt. Wyatt St. Barbe	40
Widow of Capt. Thomas Follansbee	25
Widow of Capt. Joseph Woodman	20
Widow of Capt. Jonathan Moulton	40
Widow of Capt. Abel Lunt	25
Widow of Capt. Green Johnson	10
Widow of Capt. William Pickett	10
Widow of Capt. Nathaniel Fletcher	15
Daughter of Capt. John Dole	25

\$525

Newburyport, Dec. 9, 1830.

JOSEPH P. RUSSELL,
JOHN T. ROSS,
WILLIAM WILLIAMS,
DENNIS CONDRY,
ZEBULON TITCOMB,

Committee.

Dec. 9, 1830, voted, that the committee on finance be empowered to sell eleven shares of the Newburyport bank, whenever they deem it expedient.

Dec. 15, 1830, Brother James Meyer, aged 61, departed this life Dec. 17. He was interred in the New Burying Ground, the following members attended the funeral.

Captains John Coombs, Sewell Toppan, Abraham Wheelwright, George Jenkins, Samuel Rolfe, Eleazer Johnson, Isaac Stone, Charles Hodge, Thomas Morrison, Paul Simpson, Joseph Patch, Daniel Stone, Robert Follansbee, John T. Ross, William Graves, William Williams, Hector Coffin, Joseph P. Russell, Zebulon Titcomb, David Haskell.

Feb. 24 1831, voted, to pay Mrs. Meyer the remainder of the yearly sum to be paid her husband before his decease, it was to have been paid him half yearly.

Voted, that the three first officers of the society, together with the financial committee, be authorized and empowered to act as they think most conducive to the interests of the society in respect to purchasing stock in the new bank (if established).

May 26, 1831, voted, to approve of the president having hired the money to pay in the first instalment to the new bank.

The stockholders of the Newburyport bank, having recently voted to close their charter at the expiration of the same, which will be in October next, and as the Marine Society of Newburyport are largely interested in the stock of said bank, the president, vice president, treasurer and the financial committee of said Marine Society met this day at the counting room of Capt. John Wills, in said Newburyport, to consult and adopt such measures touching their interest in said bank stock as they should think best for the society. Capt. Eleazer Johnson, their president, was chairman, and Capt. Isaac Stone was chosen secretary, and the following votes passed unanimously, viz:

Voted, that the president of the Marine Society be authorized to subscribe in the name and in the behalf of the Newburyport Marine Society, to the stock of the Merchants Bank in Newburyport, one hundred and eleven shares, that being the number of shares at present owned by said Marine Society in the Newburyport bank.

Voted, that Capt. Paul Simpson, treasurer of the said Marine Society, be hereby authorized to receive the dividends which may be declared of the stock of the Newburyport bank, and to pay the same to the Merchants bank, taking receipts for the same, and deliver up the certificates of the stock of the Newburyport bank, and receiving the certificates of the Merchants bank whenever the same may be completed.

Newburyport, 5th March, 1831.

Attest, a true copy, Isaac Stone, Secretary.

CAPT. JOHN WILLS,

Chairman Financial Committee.

Thursday, June 23, 1831, departed this life, brother Jacob Stone, aged 66 years. Saturday, June 25, his body was interred in the Old Town burying ground, 22 members of the society attended the funeral.

Tuesday, July 5, 1831, departed this life, brother George Jenkins, aged 57 years. He died in Salem, and his body was brought to Newburyport and interred in St. Paul's churchyard. He was vice president of the society. The society did not attend the funeral.

Saturday, Aug. 20, 1831, departed this life, brother Robert Follansbee, aged 61 years. Sunday 21st, his body was interred in the old burying ground. The funeral services were performed by

the Rev. Dr. Morse in the St. Paul's church, 18 members of the society attended the funeral.

Aug. 25, 1831, voted, to relieve the widow of Robert Follansbee, by giving her \$20.

Monday, Nov. 7, 1831, departed this life, brother William Noyes, aged 92 years. His body was interred in the old burying ground on Wednesday, Nov. 9. Twenty members of the society attended the funeral.

Nov. 24, 1831, officers elected:

Capt. Eleazer Johnson, President.

Capt. John N. Cushing, Vice President.

Capt. Paul Simpson, Treasurer.

Capt. Joseph Brown, Secretary.

Finance committee:

Capt. Micajah Lunt, Jr.,

Capt. John H. Titcomb,

Capt. William Graves,

Capt. Samuel Nichols.

Capt. William Nichols.

Relief committee:

Capt. Joseph P. Russell,

Capt. Joseph Patch,

Capt. Micajah Lunt, Jr.,

Capt. John H. Titcomb,

Capt. Samuel Nichols.

Admission fee, \$35.

Voted, that the meetings of this society continue to be held at the Merrimack Hotel, and agreed with the landlord at the usual terms of two dollars per evening for the room, etc.

Voted, to have a number of diplomas struck and printed with the plate of the society.

Voted, that the expediency or propriety of expunging the 20th article of the bye-laws be entered for reconsideration at the quarterly meeting in February next.

Voted, not to act (as a society) on a letter and petition laid before the society, respecting the building of a light house or light houses at the entrance of Ipswich harbor.

Dec. 8, 1831, Capt. John N. Cushing stated to the society that he declined accepting the office of vice president, to which he was elected at the annual meeting, and requested to be excused.

Voted, to excuse Capt. John N. Cushing from serving as vice president the ensuing year.

Capt. Paul Simpson was unanimously chosen as vice president for the year ensuing.

Capt. John N. Cushing was unanimously chosen treasurer.

Report of finance committee:

16 shares in the Massachusetts bank, Boston,	\$4000.00
111 shares in the Merchants bank, Newburyport,	5550.00
2 shares in the Mechanics bank	200.00
30 shares in the Manufacturers bank	3000.00
Balance due on 111 shares Newburyport bank	999.00
Cash in the treasurer's hands	312.53
	<hr/>
	\$14,061.53

MICAJAH LUNT, JR.,
WILLIAM NICHOLS,
SAMUEL NICHOLS,
WILLIAM GRAVES,
JOHN H. TITCOMB,

Committee.

Report of the relief committee:

Capt. Sewell Toppan	\$45
Capt. Joseph Bragdon	45
Widow of Capt. Alexander Livingston	60
Widow of Capt. Wyatt St. Barbe	30
Widow of Capt. James Meyer	35
Widow of Capt. Thomas Follansbee	20
Widow of Capt. Robert Follansbee	30
Widow of Capt. Joseph Woodman	25
Widow of Capt. Jonathan Moulton	40
Widow of Capt. Abel Lunt	25
Widow of Capt. Eben Hoyt	20
Widow of Capt. W. P. Johnson	30
Widow of Capt. Green Johnson	10
Widow of Capt. William Pickett	20
Widow of Capt. Philip Aubin	10
Widow of Capt. Nathaniel Fletcher	30
Child of John Dole	20
	<hr/>
	\$495

Voted, that the treasurer may hire what money may be necessary to meet the drafts of the committee of relief.

Voted, that the three first officers of the society, sign (for and in the behalf of the society) a letter to David Henshaw, collector

of customs in Boston, requesting that an improvement may be made in the lights on Plumb Island at the entrance of the Merrimack river.

Feb. 23, 1832, voted, that the fine of fifty cents for non-attendance at funerals of deceased members (as in the 20th article of the bye-laws) be altered to the sum of twenty-five cents.

Candidates for admission:

Capt. Benjamin Harrod,
Capt. Jeremiah P. Wood,
Capt. John Coffin,
Capt. Edmünd Pike,
Capt. David Stickney.

April 12, 1832, the following communication from the corporation of the Plumb Island bridge was read to the society by the president.

To the President and Members of the Newburyport Marine Society:

Gentlemen:—The proprietors of the Plumb Island Hotel, Bridge and Turnpike Corporation have petitioned Congress to aid them in building up the bridge connecting Plumb Island with the main land, it being very desirable that the communication should be kept open for the public good as a national benefit, for reasons stated in their petition. Should your views accord with those of the petitioners on the subject, you will oblige us by calling a meeting of your body and confirming as far as you may the statement made in our petition. The corporation are unable any longer to support the bridge without help from the government, it having been so prostrated and injured by the ice during the last winter, that it cannot be rebuilt by the proprietors, who have already made large pecuniary sacrifices to sustain the bridge.

Newburyport, April 10th, 1832.

This is to certify that the above is a request of the corporation at their meeting on the 7th inst.

Attest:— DANIEL BALCH, Clerk.

Voted, to choose a committee of three to examine the aforementioned communication and report thereon to the society.

Voted, that Capts. Eleazer Johnson, John Wills, and Micajah Lunt, Jr., compose this committee.

Voted, to accept, adopt and record the report of the committee of which, the following is a copy.

Report.

The committee appointed to report a statement of the facts respecting the origin, advantages to the public, and the present situation of Plumb Island bridge, hereby report that the principal object of building the same, was for the relief of shipwrecked mariners and to save property that would be lost by being cast on shore on said island. The advantages and benefits to the public have been many times witnessed, of vessels and more particularly their cargoes being saved and prompt relief afforded the crews by the communication by said bridge which could not have been rendered in violent storms by water, that the government have received revenue to a large amount from property saved, and that it is the only way in tempestuous weather to render assistance (if required) to the keepers of the lights on the north part of the island.

The Marine Society have at their own charge caused to be built and kept in repair, three buildings for the shelter of shipwrecked mariners, which since the erection of the bridge and hotel by the corporation have been suffered to go to decay. The access by the bridge, the assistance at hand, and the convenience of the hotel having rendered it unnecessary to repair the same. The bridge during the past winter having been partly removed and destroyed by the ice, the proprietors having built and kept the same in repair for many years, and having received but three-fourths of one per cent for the same, it is not to be expected (without assistance from the government or other aid from the public) that the proprietors will rebuild or keep it in repair, but abandon the same and suffer a total loss, whereby the public will be deprived of the advantages heretofore received, the shipwrecked mariners of assistance in time of need, and the government of the revenue on property rescued from loss.

Respectfully submitted,

ELEAZER JOHNSON,
JOHN WILLS,
MICAHAH LUNT, JR.,

Committee.

Voted, that a copy of the proceedings of this meeting be signed by the president and secretary with the seal of the society affixed and presented to the proprietors of the Plumb Island bridge.

Saturday, May 7, 1832, Brother Joseph Bragdon departed this life, aged 66 years. His body was interred in the new burying ground on Monday, the 9th inst. Seventeen members of the society attended the funeral.

Capt. Samuel Rolfe departed this life, Saturday, Nov. 10th, 1832, aged 67 years, and was interred the 14th in the Old Town burying ground. Nineteen members attended the funeral.

Nov. 29, 1832, officers chosen :

Capt. Eleazer Johnson, President.

Capt. Paul Simpson, Vice President.

Capt. John N. Cushing, Treasurer.

Capt. Charles Hodge, Secretary.

Voted unanimously, that Capts. Jeremiah P. Wood, John Coffin, Edmund Pike, David Stickney, William A. Cheney and Samuel Boardman, be admitted as members, and that Capt. Francis B. Todd, Capt. Benjamin Barber and Capt. John N. Wills, be considered as candidates for admission.

Finance committee :

Capt. William Nichols,

Capt. Hector Coffin,

Capt. Mark Symonds,

Capt. Amos Noyes,

Capt. William Bartlet, 2d.

Relief committee :

Capt. William Titcomb,

Capt. Mark Symonds,

Capt. Amos Noyes,

Capt. Giles P. Stone,

Capt. John T. Ross.

Voted, to remit the dues of Capt. Samuel Rolfe, deceased.

Voted, that the society meet at the Merrimack Hotel for the year ensuing.

Report of finance committee :

16 shares in Massachusetts bank, Boston	\$4000.00
30 shares in Manufacturers bank, Saco,	3000.00
111 shares in Merchants bank, Newburyport,	5550.00
8 shares in Mechanics bank, Newburyport	800.00
Cash in treasurer's hands	379.88
	<hr/>
	\$13,729.88

Balance due on 111 shares, Newburyport bank, reckoned at par, \$6 per share	666.00
--	--------

\$14,395.88

Report of relief committee:

Capt. Sewell Toppan	\$45
Widow of Capt. Joseph Bragdon	35
Widow of Capt. Wyatt St. Barbe	40
Widow of Capt. Alexander Livingston	60
Widow of Capt. James Meyer	40
Widow of Capt. Thomas Follansbee	10
Widow of Capt. Robert Follansbee	35
Widow of Capt. Joseph Woodman	40
Widow of Capt. Jonathan Moulton	40
Widow of Capt. Abel Lunt	25
Widow of Capt. Eben Hoyt	10
Widow of Capt. W. P. Johnson	40
Widow of Capt. Green Johnson	10
Widow of Capt. William Pickett	30
Widow of Capt. Nathaniel Fletcher	30
Child of John Dole	10

\$500

Capt. John Coombs departed this life, Wednesday, February the 20th, 1833, and was buried the 21st, aged 87. Twenty-two members of the society attended the funeral.

Feb. 28, 1833, Capts. George Coffin and Capt. Isaac S. Coffin were proposed as candidates by Capt. Micajah Lunt, Jr.

Voted, that the committee on relief enquire into the circumstances of Widow Polly Titcomb, and Mrs. Aubin, and grant them relief if in their opinion it is necessary.

Capt. Daniel Stone departed this life on Saturday, the 12th day of October, 1833, very suddenly, aged 63 years, and was buried on Monday, the 14th, in the new burying ground. Sixteen members attended the funeral from the society.

Nov. 28, 1833, admission fee, \$35.

Officers chosen:

Capt. Eleazer Johnson, President.
 Capt. Paul Simpson, Vice President.
 Capt. John N. Cushing, Treasurer.
 Capt. Charles Hodge, Secretary.

Finance committee:

Capt. William Bartlet, 2d,
 Capt. Isaac Stone,
 Capt. William Nichols,
 Capt. Samuel Nichols,
 Capt. Amos Noyes.

Relief committee:

Capt. Thomas Morrison,
 Capt. Amos Noyes,
 Capt. John T. Ross,
 Capt. Samuel Boardman,
 Capt. David Haskell.

Voted, that Capts. Joseph P. Russell, Isaac Stone, Eleazer Johnson, William Bartlet, 2d, and Paul Simpson, be a committee to arrange for conducting at funerals.

Voted, to meet at the Merrimack Hotel for the ensuing year.

Report of the finance committee:

16 shares in the Massachusetts bank	\$4000.00
30 shares in the Manufacturers bank	3000.00
145 shares in the Merchants bank	7250.00
9 shares in the Mechanics bank	900.00
6 shares in the Ocean bank	600.00
Nominal value due from the Newburyport bank	444.00
Balance in treasurer's hands	92.89

\$16,286.89

Note due to Newburyport bank

1,400.00

\$14,886.89

Report of relief committee:

Widow of Capt. Joseph Bragdon	\$40
Widow of Capt. Wyatt St. Barbe	40
Widow of Capt. Alexander Livingston	50
Widow of Capt. Thomas Follansbee	10
Widow of Capt. Robert Follansbee	35
Widow of Capt. Joseph Woodman	40
Widow of Capt. Jonathan Moulton	40
Widow of Capt. Abel Lunt	30
Widow of Capt. Eben Hoyt	40
Widow of Capt. W. P. Johnson	35
Widow of Capt. Green Johnson	10
Widow of Capt. William Pickett	30

Widow of Capt. Nathaniel Fletcher	30
Widow of Capt. Philip Aubin	20
Widow of Capt. William Nichols	20
Widow of Capt. Jonathan Titcomb	20
	<hr/>
	\$490

The committee chosen by this society at their late annual meeting for revising the order of procession at funerals of deceased brothers, respectfully recommend that in our proceeding to the grave yard, the youngest members of the society take the advance, preceding the bier, and that on our arrival at the grave yard, we open to the right and left and the procession having passed between us our order of procession is to be reversed, viz: the officers and oldest members of the society are to take the lead and thus follow the procession and when quite out of the grave yard, each individual member to be at liberty to leave the procession at his own convenience.

Newburyport, Dec. 12, 1833.

Voted to accept the report of the committee.

Dec. 26, 1833, voted, that a committee of five be chosen to confer with the merchants committee and select two persons suitable for pilots in and out of the river Merrimack, to be recommended to the Governor and Council for branches, likewise to take into consideration the expediency of recommending an addition to the present rate of pilotage.

CAPT. ELEAZER JOHNSON,
CAPT. JOHN N. CUSHING,
CAPT. JOHN WILLS,
CAPT. MICAHAH LUNT, JR.,
CAPT. AMOS NOYES,

Committee.

Jan. 13, 1834, special meeting, Merrimack Hotel.

Voted unanimously, that Capt. Mayo Gerrish be recommended to the Governor and Council as a capable and suitable person to undertake the business of pilotage into and out of the river Merrimack, in the place of Benjamin Lunt, deceased.

Voted unanimously, that Mr. Jacob K. Lunt be recommended to the Governor and Council as a capable and suitable person to undertake the business of pilotage into and out of the river Merrimack, there being in the judgment of said society a necessity for

the appointment of an additional pilot for the harbor of Newburyport.

Voted, that the bonds presented by Capt. M. Gerrish and Mr. Jacob K. Lunt be approved by this society.

Voted, that the president be a committee to call upon Mr. Joseph L. Colby, and request him to give up his warrant as a pilot, also to call upon Mr. Enoch Lunt, and in case he holds a warrant as a pilot, to request him to give it up, and if they decline complying with the request, that the secretary be directed to certify to the Governor that they are improper persons to hold a warrant.

May 29, 1834, voted, that Capts. Eleazer Johnson, John N Cushing and Micajah Lunt, Jr., be a committee to confer with the merchants, who are ship owners, on the subject of recommending an increase of the rate of pilotage for the harbor of Newburyport, and report at the next meeting.

Voted, that Capts. William Bartlett, Micajah Lunt, Jr., and John T. Ross be a committee to ascertain whether Capt. Moses Goodrich has forfeited his membership according to the bye-laws and report at the next meeting.

Aug. 29, 1834, voted, to accept the report of the committee respecting pilotage and to have it recorded.

Voted, to accept the report of the committee chosen to ascertain the membership of Capt. Moses Goodrich, wherein they recommend thirty dollars to be paid him for present relief.

Voted, that the above committee be authorized to draw upon the treasurer for the above amount and pay it to Capt. M. Goodrich.

Report respecting pilotage.

We the undersigned, having been appointed by the Marine Society, a committee to take into consideration the expediency of increasing the rates of pilotage now allowed by law in and out of the river Merrimack, beg leave to report.

That we have conferred with the committee appointed by the merchants for the same purpose, and have unanimously agreed that the outward rates of pilotage remain as it now is by law specified.

We also unanimously agree to recommend that an increase of 50 per cent be added to the present rates now allowed by law inward, from the first day of May to the 30th day of October, both inclusive.

We also unanimously agree to recommend that an increase of 100 per cent be added to the present rates now allowed by law inward, from the first day of November to the 30th day of April, both inclusive, also the pilot shall be allowed to take charge of all registered vessels employed in the foreign trade drawing 8 feet or more of water.

We also unanimously agree that it will not be expedient to allow day pay in any case and only half pay for the vessels boarded inside the bar and below Black Rocks, and the master of any vessel that may pass by Black Rocks inward before the pilot offers himself, will not be obliged to receive a pilot or pay any pilotage.

We also unanimously agree, that the above rates be allowed to go into effect on the first day of July, 1834.

ELEAZER JOHNSON,
JOHN N. CUSHING,
MICAHAH LUNT, JR.,

Committee.

Nov. 27, 1834, voted, to meet at the Merrimack Hotel for the ensuing year.

Officers chosen :

Capt. Eleazer Johnson, President.
Capt. Paul Simpson, Vice President.
Capt. John N. Cushing, Treasurer.
Capt. Charles Hodge, Secretary.

Finance committee :

Capt. William Bartlett, Jr.,
Capt. Isaac Stone,
Capt. William Nichols,
Capt. Samuel Nichols,
Capt. Amos Noyes.

Relief committee :

Capt. William Nichols,
Capt. Richard Pickett,
Capt. Samuel Nichols,
Capt. William Titcomb,
Capt. Thomas Morrison.

Voted to appoint a committee of five to take into consideration a letter from the pilots of this harbor, and to report at the adjourned meeting. The following members were chosen:

Capt. Joseph P. Russell,
 Capt. Joseph Patch,
 Capt. Amos Noyes,
 Capt. William Nichols,
 Capt. Samuel Nichols.

Dec. 11, 1834, voted, to take into consideration at the next regular meeting of this society, the expediency of altering the sixth article of the bye-laws.

Report of finance committee:

16 shares in the Massachusetts banks @ \$250	\$4000.00
137 shares in the Merchants bank @ \$50	6850.00
6 shares in the Ocean bank @ \$100	600.00
9 shares in the Mechanicks bank @ \$100	900.00
30 shares in the Manufacturers bank @ \$100	3000.00
Cash in treasurer's hands	110.81

\$15,460.81

Deduct note

700.00

\$14,760.81

Report of relief committee:

Widow of Joseph Bragdon	\$40
Widow of Wyatt St. Barbe	40
Widow of Alexander Livingston	40
Widow of Robert Follansbee	30
Widow of Thomas Follansbee	10
Widow of Joseph Woodman	40
Widow of Jonathan Moulton	40
Widow of Abel Lunt	30
Widow of Eben Hoyt	40
Widow of W. P. Johnson	30
Widow of Green Johnson	10
Widow of William Pickett	30
Widow of Nathaniel Fletcher	20
Widow of Philip Aubin	20
Widow of William Nichols	20
Widow of James Meyer	15
Widow of Jonathan Titcomb	15
Capt. Sewell Toppan	20

\$490

Capt. John Wills departed this life, Jan. 12, 1835, aged 50 years, and was buried in the family tomb at the old burial place.

Feb. 26, 1835, voted, to appoint a committee of three to revise the sixth article of the constitution and all others relating to voting by yea and nay.

Capt. Joseph P. Russell, Capt. Isaac Stone and Capt. William Bartlett were chosen.

Capt. Benjamin Perkins departed this life on Saturday, May 23, aged 37 years, and was buried in his father's family tomb in the old burying ground Monday, the 25th and 23 members of the society attended the funeral.

May 28, 1835, voted that the secretary procure 36 balls and the same number of cubes for the use of the society, 36 of each.

Voted, that the treasurer be authorized to dispose of 14 shares in the Merchants bank in Newburyport, at \$50 per share and to take up the said treasurer's note against the society for \$700.

Voted, that the entrance money paid by Capt. Benjamin Perkins, deceased, be deposited by the treasurer in the Savings bank of Newburyport for the benefit of his surviving child, Abraham Charles Perkins, when he arrives at the age of 21 years, and in case of the decease of the said Abraham Charles Perkins before he arrives at the age of 21 years, the money to revert to the society.

Committee for altering the sixth article of the bye-laws:

We, the committee of the Newburyport Marine Society for revising the sixth article of the bye-laws, have attended to that duty and recommend the following in lieu of the sixth article as it stands now in the bye-laws.

Sixth Article. That all elections for the admission of members after the candidate is named the question of yea or nay shall be determined by the use of balls and cubes, the balls shall designate yea and the cubes nay, and each member present shall be provided with one of each and if two-thirds of the votes shall designate yea the candidate is elected and the secretary shall give him notice thereof, two-thirds of the votes shall be requisite for a choice. Signed

JOSEPH P. RUSSELL,
ISAAC STONE,
WILLIAM BARTLETT.

NOTE: Capt. Benjamin Perkins joined the society Nov. 27, 1834, and died May 23, 1835. Six months membership.

Aug. 27, 1835, voted, that Capt. Charles Buntin be expelled from the society for not fulfilling the seventh article of the by-laws.

Nov. 26, 1835, officers elected:

Capt. Eleazer Johnson, President.

Capt. Paul Simpson, Vice President.

Capt. Charles Hodge, Secretary.

Capt. John N. Cushing, Treasurer.

Finance committee:

Capt. William Bartlett, Jr.

Capt. Isaac Stone,

Capt. William Nichols,

Capt. Samuel Nichols,

Capt. Amos Noyes.

Relief committee:

Capt. William Nichols,

Capt. Samuel Nichols,

Capt. William Titcomb,

Capt. Richard Pickett,

Capt. William Graves.

Voted, that the society meet at the Merrimack Hotel for the year ensuing.

Dec 10, 1835, report of the finance committee:

16 shares in the Massachusetts bank @ \$25	\$4000.00
123 shares in the Merchants bank @ \$50	6150.00
30 shares in the Manufacturers bank @ \$100	3000.00
9 shares in the Mechanics bank @ \$100	900.00
6 shares in the Ocean bank @ \$100	600.00
Cash in the treasurer's hands	398.46
	<hr/>
	\$15,048.46

Report of the relief committee:

Widow of Joseph Bragdon	\$30
Widow of Wyatt St. Barbe	40
Widow of Alexander Livingston	40
Widow of Thomas Follansbee	35
Widow of Robert Follansbee	20
Widow of Joseph Woodman	40

Widow of Jonathan Moulton	40
Widow of Abel Lunt	30
Widow of Eben Hoyt	30
Widow of W. P. Johnson	30
Widow of Green Johnson	10
Widow of William Pickett	30
Widow of Philip Aubin	20
Widow of William Nichols	20
Widow of James Meyers	20
Capt. Moses Goodrich	52

 \$487

Nov. 24, 1836, officers chosen :

Capt. Eleazer Johnson, President.

Capt. Paul Simpson, Vice President.

Capt. John N. Cushing, Treasurer.

Capt. Charles Hodge, Secretary.

Finance committee :

Capt. William Bartlett, Jr.,

Capt. Isaac Stone,

Capt. William Nichols,

Capt. Samuel Nichols,

Capt. Amos Noyes.

Relief committee :

Capt. Samuel Nichols,

Capt. Dennis Condrey,

Capt. Anthony Knapp,

Capt. William A. Cheney,

Capt. Nathaniel Osgood.

Captains Eleazer Johnson, John N. Cushing, William Nichols, Paul Simpson and Micajah Lunt, Jr., were chosen a committee to recommend a petition of Phineus George.

Voted, to meet at the Merrimack Hotel for the ensuing year.

Dec. 8, 1836, voted, to accept of the report of the relief committee recommending the sum of \$515 be paid to the beneficiaries.

Voted, to accept the report of the committee on the petition of Phineus George.

Report of the finance committee :

16 shares in the Massachusetts bank	\$4000.00
30 shares in the Manufacturers bank	3000.00
123 shares in the Merchants bank	6150.00

15 shares in the Mechanics bank	1500.00
6 shares in the Ocean bank	600.00
Cash in the hands of the treasurer	287.10
	<hr/>
	\$15,537.10

Feb. 23, 1837, voted, that the president be a committee to present to Capt. John T. Ross from the funds of the society, what sum he shall judge proper and to draw upon the treasurer for the amount.

May 25, 1837, voted, that the society approve of the arrangement made with Capt. J. T. Ross by the president, he has one hundred dollars loaned to him to pay if he is ever able.

Voted, that Capt. Stephen Holland be disfranchised for not fulfilling the bye-laws of the society.

Aug. 31, 1837, voted, that the secretary for the future, notify the members of the place and time of meeting of the society.

Voted, that the society associate themselves as a fire society without the ceremonies.

Nov. 30, 1837, officers chosen :

Capt. Eleazer Johnson President.

Capt. Micajah Lunt, Jr., Vice President.

Capt. John N. Cushing, Treasurer.

Capt. Charles Hodge, Secretary.

Finance committee :

Capt. William Bartlett, Jr.,

Capt. William Nichols,

Capt. Amos Noyes,

Capt. Mark Symonds,

Capt. Samuel Nichols.

Relief committee :

Capt. Mark Symonds,

Capt. John N. Cushing,

Capt. Anthony Knapp,

Capt. William A. Cheney,

Capt. Samuel Nichols.

Voted, to excuse Capt. Thomas Morrison his dues to the present time and for the future at the pleasure of the society.

Voted, that the price of admittance into this society for the ensuing year be \$35.

Voted, that in case Capt. Isaac Adams does not wish to continue a member of this society, to refund the dues paid by him this evening by Capt. Dennis Condry.

Voted, to meet at the Merrimack Hotel for the ensuing year.

Dec. 14, 1837, voted, to reconsider the vote passed at the annual meeting, respecting the price of admission of members, and that for the future the following sums be paid.

All candidates under 40 years of age	\$ 35
All candidates over 40 and under 50 years of age	40
All candidates over 50 and under 60 years of age	50
All candidates over 60 years of age	100

Voted, that a committee of three be appointed to report upon a revision of the third and ninth articles of the bye-laws and to report at a future meeting.

Capt. John N. Cushing, Mark Symonds and Dennis Condry were chosen.

Voted, that the secretary receive fifteen dollars for his services the ensuing year.

Voted, to accept the report of the relief committee recommending the sum of \$540 be paid to the beneficiaries.

Report of the finance committee.

123 shares in Merchants bank, Newburyport,	\$6150.00
30 shares in Manufacturers bank	3000.00
17 shares in Mechanics bank	1700.00
16 shares in Massachusetts bank	4000.00
6 shares in Ocean bank	600.00
	<hr/>
	\$15,450.00
Cash in hands of treasurer	479.45
	<hr/>
	\$15,929.45

May 31, 1838, voted, to excuse the committee from reporting upon the third and ninth article of the bye-laws.

Voted, to recommend William T. Colby to the Governor and Council as a suitable and capable person to undertake the business of pilotage into and out of the river Merrimack according to the petition of Moody A. Thurlow and others.

June 7, 1838, a motion was made and seconded to reconsider the vote passed at the regular meeting in May last, respecting recommending William T. Colby to the Governor and Council as a

suitable person for a branch pilot in and out of the river Merimack.

Voted, to amend the vote so far as to restrict his branch to all vessels drawing ten feet of water and under.

Aug. 30, 1838, Capt. Sewell Toppan departed this life very suddenly on Sunday, Oct. 28, 1838, and was buried on Tuesday, Oct. 30, in the old burying ground. Twenty-five members of the society attended his funeral.

Nov. 29, 1838, voted, to choose a committee of three to take into consideration the letter from William T. Colby and to report at the adjournment, when Capts. Paul Simpson, William Nichols, and Dennis Condry were chosen.

Voted, that at all funerals of deceased members, the president shall appoint two of the members to act as marshals in the procession.

Voted, that the secretary receive fifteen dollars for his services for the ensuing year.

Officers chosen :

Capt. Eleazer Johnson, President.
Capt. Micajah Lunt, Jr., Vice President.
Capt. John N. Cushing, Treasurer.
Capt. Charles Hodge, Secretary.

Finance committee :

Capt. William Nichols,
Capt. Mark Symonds,
Capt. John N. Wills,
Capt. William Bartlett, Jr.,
Capt. Samuel Nichols.

Relief committee :

Capt. Giles P. Stone,
Capt. Mark Symonds,
Capt. Samuel Boardman,
Capt. David Haskell,
Capt. Anthony Knapp.

Dec. 13, 1838, voted, to accept the report of the committee upon the letter from William Colby and to record it.

Voted, that a copy of the report and the vote passed be presented to Mr. Colby.

We the subscribers having been appointed by the Marine Society of Newburyport to make enquiry respecting Mr. W. T.

Colby's qualifications to take a full branch for a pilot for our harbor, have attended to that duty, from the best information from those acquainted with Mr. Colby, we have no hesitation in recommending him as in every way qualified to take a full branch.

Signed

PAUL SIMPSON,
WILLIAM NICHOLS,
DENNIS CONDRY.

Voted, to accept the report of the relief committee recommending \$575 be paid to the beneficiaries of the society.

Report of finance committee:

123 shares in Merchants bank	\$6150.00
20 shares in Mechanics bank	2000.00
6 shares in Ocean bank	600.00
30 shares in Manufacturers bank	3000.00
16 shares in Massachusetts bank	4000.00
Cash in hands of treasurer	395.95
	<hr/>
	\$16,145.95

Feb. 28, 1839, voted, that Capt. Anthony Knapp and Capt. Samuel Boardman, be a committee to assist and advise with Mr. William T. Colby, respecting procuring his full branch as a pilot into and out of the river Merrimack.

Voted, to lay the petition of N. Noyes 2nd, and others in case of recommending Mr. Jere Lunt as a pilot, on the table.

Voted, that the secretary procure sufficient blank notifications and draw upon the treasurer for the amount.

May 30, 1839, voted, to lay upon the table the report of the committee chosen at the last meeting to assist Mr. W. T. Colby in procuring a full branch as pilot in and out of the river Merrimack.

Aug. 29, 1839, voted, that Capt. Isaac Adams be disfranchised for not fulfilling the bye-laws of the society.

Voted, to appoint a committee of three to address a respectful letter to the Governor and Council, to be signed by the president and secretary, requesting the appointment of W. T. Colby as a full branch pilot for the river Merrimack, who was approbated by the society, and a copy of this vote transmitted December, 1838.

CAPT. MICAJAH LUNT, JR.,
CAPT. ANTHONY KNAPP,
CAPT. GILES P. STONE,

Committee.

Voted, to appoint a committee of three of this society to solicit the signatures of the merchants and ship owners to a petition in favor of the appointment of William T. Colby as a full branch pilot for the river Merrimack, which petition be transmitted with the letter of the society to the Governor and Council.

CAPT. ANTHONY KNAPP,
CAPT. GILES P. STONE,
CAPT. PAUL SIMPSON,

Committee.

Capt. Isaac Stone departed this life very suddenly on Saturday, Nov. 23, 1839, and was buried on Tuesday, Nov. 26, in the old burying ground. Seventeen members of the society attended his funeral. Age 71 years.

Nov. 28, 1839, voted, to meet at the Merrimack Hotel the year ensuing.

Officers chosen:

Capt. Eleazer Johnson, President.
Capt. Micajah Lunt, Jr., Vice President.
Capt. Giles P. Stone, Treasurer.
Capt. Charles Hodge, Secretary.

Finance committee:

Capt. William Nichols,
Capt. Samuel Boardman,
Capt. Dennis Condry,
Capt. William Bartlett, Jr.,
Capt. Samuel Nichols.

Relief committee:

Capt. Anthony Knapp,
Capt. Micajah Lunt, Jr.,
Capt. David Haskell,
Capt. Samuel Nichols,
Capt. Paul Simpson.

Report of finance committee:

123 shares in Merchants bank	\$6150.00
24 shares in Mechanics bank	2400.00
6 shares in Ocean bank	600.00
30 shares in Manufacturers bank	3000.00
16 shares in Massachusetts bank	4000.00
Balance in hands of treasurer	491.04

\$16,641.04

Report of the relief committee:

The report of the relief committee recommending the sum of \$495 be paid to the beneficiaries was accepted.

Feb. 27, 1840, voted, to choose a committee of three to make inquiry respecting recommending another pilot, and to make their report at the adjourned meeting.

CAPT. WILLIAM NICHOLS,
CAPT. WILLIAM GRAVES,
CAPT. SAMUEL NICHOLS,

Committee.

A proposition was handed in from Capt. William Bartlett respecting an alteration in the bye-laws.

Voted, to lay it over till the next annual meeting.

March 5, 1840, adjourned meeting.

Voted, to accept the report of the committee appointed at the last regular meeting, respecting recommending another pilot, to record it and hand a copy of it to Capt. Jeremiah Lunt.

Voted, that the finance committee be empowered to purchase stock in the Eastern Railroad as they shall think expedient and the funds admit.

Committee's report.

We the undersigned, having been appointed by the Marine Society of Newburyport to make inquiry respecting the ability of Capt. Jeremiah Lunt, to take a full branch as a pilot in and out of the river Merrimack, respectfully report that they have attended to that duty, and from the best information from gentlemen well acquainted with Capt. Jere Lunt, we have no hesitation in recommending him as a very steady and industrious man and well qualified to take a full branch as a pilot in and out of the river Merrimack.

May 28, 1840, voted, to lay on the table, the recommendation of Robert Bayley and others in favor of Tristram Lunt as a pilot.

Aug. 27, 1840, voted, that the proposition handed by Capt. Anthoney Knapp, respecting article eighth, lay over until the next meeting.

Capt. Isaac G. Toppan departed this life on Thursday, Sept. 17, 1840, aged 34, and was buried on Saturday, Sept. 19, in the new burying ground. Twenty-three members of the society attended the funeral.

Nov. 26, 1840, voted, that the secretary receive fifteen dollars for his services for the year ensuing.

Voted, that article eighth be so far amended that the quarterly dues from this date be twenty-five cents.

Voted, that article eighth be so far amended that all members of twenty years standing and upwards, be excused from payment of his quarterly dues.

Officers chosen :

Capt. Eleazer Johnson, President.
 Capt. Micajah Lunt, Vice President.
 Capt. Giles P. Stone, Treasurer.
 Capt. Charles Hodge, Secretary.

Finance committee :

Capt. William Nichols,
 Capt. Samuel Boardman,
 Capt. Dennis Condry,
 Capt. William Bartlett, Jr.,
 Capt. Samuel Nichols.

Relief committee :

Capt. Anthony Knapp,
 Capt. William Graves,
 Capt. Samuel Boardman,
 Capt. George Coffin,
 Capt. William Williams.

Voted, to meet at the Merrimack Hotel the year ensuing.

Voted, that the secretary write to Capt. David Stickney and to Capt. Benjamin Wyatt, informing them of the amount of their dues and the amendment of the bye-laws.

Report of the finance committee :

123 shares in the Merchants bank	\$6150.00
25 shares in the Mechanics bank	2500.00
8 shares in the Ocean bank	800.00
30 shares in the Manufacturers bank	3000.00
16 shares in the Massachusetts bank	4000.00
2 shares in the Eastern railroad	200.00
Cash in hands of treasurer	401.51
	<hr/>
	\$17,051.51

Report of the relief committee:

The report of the relief committee recommending the sum of \$550 be paid to the beneficiaries, was accepted.

Feb. 25, 1841, voted, to remit the dues of Capt. Benjamin Wyatt and of all other members in the same situation, and that the secretary inform them of the same and of the amendment to article eighth.

Aug. 26, 1841, voted, to remit the fines from Capt. Thomas Morrison and that he be excused in the future from paying any.

Voted, to postpone the consideration of the petition of Robert Bayley and others in favor of recommending Charles Lunt of Newbury as a pilot for a branch.

Capt. William Williams departed this life on Thursday morning, Sept. 2, 1841, aged 75 years, and was buried on Friday the 3rd, in the new burying ground, when 21 members of the society attended the funeral.

Nov. 25 1841, voted, that Capt. Mark Symonds, William Plummer, and George Lunt, be a committee to report at the adjourned meeting, a person to recommend as a pilot in and out of the river Merrimack.

Officers chosen:

Capt. Eleazer Johnson, President.

Capt. Micajah Lunt, Vice President.

Capt. Giles P. Stone, Treasurer.

Capt. Charles Hodge, Secretary.

Finance committee:

Capt. William Nichols,

Capt. Samuel Boardman,

Capt. Dennis Condry,

Capt. William Bartlett,

Capt. Samuel Nichols.

Relief committee:

Capt. Anthony Knapp,

Capt. George Coffin,

Capt. William Plummer,

Capt. Mark Symonds,

Capt. David Haskell,

Dec. 9, 1841, voted, to accept the report of the committee recommending pilots.

Voted, that the society approbate the petition of the pilots and others to the legislature of Massachusetts asking the passing of a law, which shall remedy the evils therein set forth.

Report of the finance committee:

123 shares in the Merchants bank @ 5 1-2 per cent	\$6150.00
25 shares in the Mechanics bank @ 5 per cent	2500.00
8 shares in the Ocean bank @ 5 per cent	800.00
30 shares in the Manufacturers bank @ 6 per cent	3000.00
16 shares in the Massachusetts bank @ 6 per cent	4000.00
5 shares in the Eastern Railroad @ 6 per cent	500.00
	<hr/>
	\$17,469.41

Report of the relief committee.

The report of the relief committee recommending the sum of \$550 be paid to the beneficiaries, was accepted.

Committee report recommending pilots:

To the President, Officers and Members of the Newburyport Marine Society:

Gentlemen:—

Your committee appointed to investigate the claims of Messrs. Charles Lunt and George W. Knight, for recommendation as pilots for this harbor, having attended to that duty, beg leave to submit the following report.

After duly consulting the several merchants of this place regarding the qualifications and character of the petitioners, we deem it advisable to approbate both candidates as there exists not a doubt of their eligibility to fill the situation.

Respectfully yours,

MARK SYMONDS,
GEORGE LUNT,
WILLIAM PLUMMER,

Committee.

June 21, 1842, special meeting.

Voted, to choose a committee of three to draw up a memorial to Congress respecting the piers in Newburyport harbor, when the following members were chosen: Captains Micajah Lunt, Mark Symonds, and John Coffin.

Also voted, that the same committee be authorized to advise with the Collector of Customs of this port respecting removing and altering the light houses under the direction of the Collector of Customs in Boston.

April 25, 1842, voted, that a letter from Sarah Holland be referred to a committee of three, Capts. Paul Simpson, Mark Symonds, and John Coffin, to report at the next meeting.

Sept. 27, 1842, voted, to reconsider the vote disfranchising Capt. Stephen Holland, and that he be reinstated to all the privileges of a member.

Voted, to make a donation to Capt. Stephen Holland of forty dollars, and that Capts. Paul Simpson, Mark Symonds and John Coffin, be a committee to draw upon the treasurer for the amount and pay it to Capt. Stephen Holland.

Nov. 24, 1842, voted, that the thanks of this society be given to Capt. Eleazer Johnson, for the faithful services he has rendered the society as their president, the office of which he now resigns.

Officers chosen :

Capt. Micajah Lunt, President.
Capt. William Nichols, Vice President.
Capt. Giles P. Stone, Treasurer.
Capt. Charles Hodge, Secretary.

Finance committee :

Capt. Samuel Nichols,
Capt. William Bartlett,
Capt. Nathaniel Osgood,
Capt. Dennis Condry,
Capt. Mark Symonds,

Relief committee :

Capt. George Coffin,
Capt. John N. Wills,
Capt. Anthony Knapp,
Capt. Enoch Gerrish,
Capt. John Coffin.

Voted, that the treasurer be authorized to hire money sufficient to meet the payments of donations.

Voted, that the finance committee be our proxy to attend the meeting of the stockholders of the Ocean and Merchants bank, and vote according to their discretion.

Report of the finance committee :

123 shares in the Merchants bank	\$6150.00
25 shares in the Mechanics bank	2500.00
8 shares in the Ocean bank	800.00
30 shares in the Manufacturers bank	3000.00
16 shares in the Massachusetts bank	4000.00
9 shares in the Eastern railroad	900.00
Cash in hands of treasurer	216.36

\$17,566.36

Report of the relief committee :

Voted, that the report of the relief committee recommending the sum of \$500 be paid to the beneficiaries, be accepted.

May 25, 1843, Capts. Dennis Condry, William Nichols, and William Le Craw, were chosen a committee to visit and examine the life boat of Michael Pearson and to report at the next meeting.

Aug. 31, 1843, voted, that a copy of the report of the committee appointed to examine the life boat of Mr. Michael Pearson be furnished him and recorded.

Newburyport, July 17, 1843.

We the undersigned, having been appointed a committee to examine Mr. Michael Pearson's Life Boat, have attended to that duty and beg leave to make the following report. The dimensions of the boat exhibited to us was fifteen feet long, five feet wide, and two feet deep, and when in the shape of a boat fit for use, occupying a space of one hundred and fifty square feet and capable of carrying with apparent safety, four tons weight, and the experiment satisfied your committee that it would be very difficult if not impracticable to capsize her while in the water, and your committee are further of opinion that this boat is peculiarly adapted to cases of emergency such as frequently happen to steamboat navigation, and had that ill-fated boat, The Lexington, been provided with five or six such boats, which would occupy no more space than one of Francis' Life Boats, most if not all the passengers and crew of that boat would have been saved. Your committee find it difficult to convey an idea of this boat in language. Diagrams or a model are necessary to a just conception of this novel invention. Your committee would add in conclusion that in recommending this boat to the notice of the society that she may be put into

the water in two minutes in a proper condition for use by two able bodied men.

Signed.

DENNIS CONDRY,
WILLIAM NICHOLS,
WILLIAM LE CRAW,

Committee.

Nov. 30, 1843, voted, that the sum of \$20 be placed in the hands of Mr. Jonathan Boardman by the relief committee, to be appropriated to the funeral charges of Capt. Moses Goodrich, the balance (if any) to be paid to his widow.

Officers chosen :

Capt. Micajah Lunt, President.
Capt. William Nichols, Vice President.
Capt. Giles P. Stone, Treasurer.
Capt. Charles Hodge, Secretary.

Finance committee :

Capt. Samuel Nichols,
Capt. Dennis Condry,
Capt. Nathaniel S. Osgood,
Capt. Mark Symonds,
Capt. William Bartlett.

Relief committee :

Capt. Nathaniel S. Osgood,
Capt. John Coffin,
Capt. William Plummer,
Capt. Anthony Knapp,
Capt. Giles P. Stone.

Capt. Moses Goodrich departed this life on Wednesday, Nov. 29, 1843, aged 77 years, and was buried on Friday, Dec. 1, 1843, in the new burying ground, 21 members of the society attending the funeral.

Dec. 7, 1843, voted, that Capts. N. S. Osgood, Giles P. Stone and John N. Wills, be a committee to ascertain the time and place of the death of deceased members.

Voted, that the thanks of the society be given to Capt. N. S. Osgood for his examination of the books of record and information communicated.

Report of the finance committee:

123 shares in the Merchants bank	\$6150.00
25 shares in the Mechanics bank	2500.00
8 shares in the Ocean bank	800.00
30 shares in the Manufacturers bank	3000.00
16 shares in the Massachusetts bank	4000.00
9 shares in the Eastern railroad	900.00
Cash in hands of treasurer	236.41

\$17,586.41

Report of the relief committee:

The committee on relief of the beneficiaries of the society recommend that the sum of \$485 be distributed.

The report of the committee was accepted.

Feb. 29, 1844, voted, that the secretary have the society's chest painted and lettered and draw upon the treasurer for the amount.

Voted, that Capt. Enoch Gerrish be a committee to wait upon the widow of the late Isaac G. Tappan respecting refunding her husband's entrance money and to report at our next meeting.

Capt. Jeremiah Young departed this life on Thursday, April 18, 1844, and was buried on Saturday, April 20, in the new burying ground, aged 74 years, 16 members of the society attending the funeral.

May 30, 1844, Capt. Enoch Gerrish made a verbal report respecting the widow of Capt. Isaac G. Tappan. Voted to refer it to the financial committee.

On motion made by William Bartlett and seconded by Giles P. Stone, voted, that the last clause of the 12th article of the bye-laws which reads "first consulting the society at one of their regular meetings and acting under these directions" be and is hereby repealed.

Voted, that the secretary get fifty copies of the diplomas struck off and draw upon the treasurer for the expense.

Capt. William Titcomb departed this life on Thursday, Aug. 1, 1844, aged 52 years, and was buried on Friday the 2nd of August, in the new burying ground, 22 members of the society attending the funeral.

Aug. 29, 1844, voted to choose a committee of two to investigate and inquire into the character and capacity of Capt. Mayo Gerrish, as a pilot, and to report at the next meeting. Captains N. S. Osgood and Mark Symonds were chosen.

Voted, that the relief committee be authorized to pay or withhold the pension of the late Mrs. St. Barbe, for the quarter ending this date, as circumstances may appear upon investigation.

Voted, that the money paid by the relief committee to the widow of the late Capt. William Titcomb, be charged to the society, and his dues unpaid be remitted.

Nov. 28, 1844, voted, that the 12th article of the bye-laws be so far altered that the financial committee have power to invest the funds of the society in any way that they see proper, without first consulting the society.

Voted, that the report of the committee appointed at the last meeting to make enquiries respecting Mayo Gerrish, a pilot, be taken up at the adjourned meeting.

Officers chosen :

Capt. Micajah Lunt, President.
Capt. William Nichols, Vice President.
Capt. Giles P. Stone, Treasurer.
Capt. Charles Hodge, Secretary.

Finance committee :

Capt. Mark Symonds,
Capt. Samuel Nichols,
Capt. William Bartlett,
Capt. John N. Wills ,
Capt. Eleazer Johnson.

Relief committee :

Capt. William Plummer,
Capt. Anthony Knapp,
Capt. Giles P. Stone,
Capt. John N. Wills,
Capt. George Lunt.

Dec. 12, 1844, voted, that the consideration of the report of the committee respecting Mayo Gerrish, the pilot, be deferred to the next quarterly meeting, and that the secretary give him notice thereof.

Voted, that the vote on the 12th article taken on the 28th of November last, be and is hereby annulled.

Voted, that the vote taken May 30th, 1844, to repeal the last clause of the 12th article of the bye-laws, be and is hereby repealed.

Dec. 4, 1844, report of the finance committee:

123 shares in Merchants bank @ \$35	\$4305.00
25 shares in Mechanics bank @ \$100	2500.00
8 shares in Ocean bank @ 50	400.00
30 shares in Manufacturers bank @ \$100	3000.00
9 shares Eastern railroad @ \$100	900.00
Town of Newburyport, note	1845.00
16 shares Massachusetts bank	4000.00
Cash in hands of treasurer	807.32

\$17,757.32

Report of relief committee:

The committee on relief recommend the sum of \$500 be paid to the beneficiaries. The report and recommendations were accepted.

Feb. 27, 1845, voted, that the relief committee make enquiries respecting the funeral expenses of the late Mrs. Charles Goodrich and pay them if they find it expedient.

Voted, that the report of the committee on the case of Capt. Mayhew Gerrish, be laid over until the next regular meeting, and that Capt. Gerrish be requested to make a statement in writing of his case to the society at the next regular meeting, and that the secretary inform Capt. Gerrish of the foregoing vote.

Voted, that a committee of two be chosen to enquire into the conduct of the pilots of this port, with regard to their leaving the pilot ground for other purposes than exercising their calling.

Cpts. Ambrose H. White and George Lunt were chosen.

Capt. William Plummer departed this life on Wednesday, April 9, 1845, aged 41 years, and was buried on Thursday, April 10, in the Cemetery, 18 members of the society attending the funeral.

May 29, 1845, voted, that the report of the committee on pilots be accepted. Capt. Mayo Gerrish's letter to the society was read and it was voted that the documents in the case be filed for future reference.

Aug. 28, 1845, voted, that the financial committee be requested to call on the selectmen to see if they will allow the society 5 per cent. on the money in their hands, and if not, the committee are requested to take up the money and invest it in railroad stock or some other good security.

Voted, to accept the petition of Robert Bayley and others, approving William James Lunt to the Governor and Council as a branch pilot in and out of the river Merrimack.

Voted, that at the time of approving William James Lunt as a pilot to the executive, a representation be made to the executive, that Charles Lunt and George W. Knight have left the business of piloting and request that their commissions be revoked.

Copy of a petition to His Excellency the Governor and Council respecting pilots:

The Marine Society of Newburyport respectfully represents that at one of their regular meetings held in Newburyport on the 28th of August, 1845, upon the petition of Robert Bayley and other merchants, setting forth that another branch pilot was necessary, and recommending William James Lunt as well qualified to receive a branch, having served six years with one of the branch pilots of this port, it was voted to recommend and approve said William James Lunt to the Executive and Honorable Council, and request that he be commissioned as a full branch pilot for this port and harbor. It was also voted, that inasmuch as Messrs. Charles Lunt and George W. Knight, branch pilots of this port, have for more than six months absented themselves from their duty without having surrendered their commissions, both being employed on foreign voyages as ship masters, having voluntarily relinquished the business and expressed when called upon by a committee of this society no intention of returning to their duty, the Executive and Honorable Council be requested to revoke their commissions.

Signed.

MICAJAH LUNT, President,
CHARLES HODGE, Secretary.

Nov. 27, 1845, officers chosen:

Capt. Micajah Lunt, President.

Capt. William Nichols, Vice President.

Capt. Giles P. Stone, Treasurer.

Capt. Charles Hodge, Secretary.

Finance committee:

Capt. Mark Symonds,

Capt. Samuel Nichols,

Capt. William Bartlett,

Capt. John N. Wills,

Capt. Nathaniel S. Osgood.

Relief committee:

Capt. Anthony Knapp,
 Capt. William Le Craw,
 Capt. John N. Wills,
 Capt Isaac S. Coffin,
 Capt. Daniel Knight.

Voted, that this society approbate Joseph A. Somerby as a branch pilot for this port upon the petition of William Davis and others.

Voted, that Captains Mark Symonds and Nathaniel S. Osgood, be a committee to wait upon Capt. Jere Lunt and request him to surrender his branch as pilot, he having taken command of steamer Decature.

Voted, that Captains Micajah Lunt, Mark Symonds and Charles Hodge be a committee to revise the bye-laws and get 100 books printed.

Voted, to meet at the Merrimack Hotel the year ensuing.

Dec. 11, 1845, voted, to accept the report of the committee of relief with the addition of \$10 to the widow Bragdon and \$15 to the widow of William Titcomb.

Voted, that all donations of \$20 and under be paid immediately; over \$20 and not exceeding \$50, semi-annual; over \$50 quarterly.

Voted, that the vote respecting Capt. Jere Lunt be laid over till the next regular meeting.

Report of the finance committee:

123 shares in Merchants bank	\$4305.00
25 shares in Mechanics bank	2500.00
8 shares in Ocean bank	400.00
30 shares in Manufacturers bank	3000.00
16 shares in Massachusetts bank	4000.00
11 shares in Eastern railroad	1100.00
6 shares in Portsmouth, Saco and Portland railroad	600.00
Note of town of Newburyport	1800.00
Interest on note, Sept. 3 to Dec. 3 at 5 per cent	22.50
Cash in hands of treasurer	618.27
	<hr/>
	\$18,345.77

The report of the relief committee recommending the sum of \$750 be paid to the beneficiaries, was accepted.

Capt. Hector Coffin departed this life on Monday, Jan. 5, 1846, aged 63 years, and was buried on Thursday, Jan. 8, at the Oldtown burying ground, 22 members of the society attending the funeral.

Feb. 26, 1846, voted, that the business relating to Jere Lunt, the pilot, be postponed until the next meeting.

Capt. William Bartlett proposed to the society the following motion, viz: that the annual meeting of the society be changed from the last Thursday evening in November to the first Thursday evening in November, and that the meetings in February, May and August be altered from the last to the first Thursday evenings in those months.

Voted, that the above lay on file till the next annual meeting.

May 28, 1846, voted, that Benjamin Lunt be approbated by this society as a full branch pilot for this port, recommended by Charles J. Brockway and others.

Voted, that the secretary notify Jeremiah Lunt to surrender his branch as pilot of this port within 15 days and if not done within that time, then the Governor and Council to be requested to cancel said branch, according to the usual mode in such cases.

Newburyport, May 29, 1846.

To His Excellency Governor Briggs and the Honorable Council of the State of Massachusetts:

Greeting:

The Marine Society of Newburyport respectfully represents, that at a regular meeting held in Newburyport, on the 28th of May, 1846, upon the petition of Charles J. Brockway and others, merchants of Newburyport and vicinity, asking the approbation of Mr. Benjamin Lunt as a full branch pilot for this port, after some discussion of the merits of the candidate, it was unanimously voted, to recommend and approbate said Benjamin Lunt to the Executive and Honorable Council, and request that he be commissioned as a full branch pilot for this port and harbor.

Signed.

MICAJAH LUNT, President.

CHARLES HODGE, Secretary.

Aug. 27, 1846, voted, that the secretary inform Capt. Nathaniel Nowell by letter, the amount of his dues, etc.

Capt. Jeremiah Lunt has surrendered his branch as pilot to the secretary, according to a vote passed at the last meeting of this society.

Nov. 26, 1846, a motion was made that the hour of the meeting of the society be altered to 7 o'clock the year round.

Voted, that the above lay on file till the next annual meeting.

Voted, that the meeting of the members of this society be altered from the last to the first Thursday of February, May, August and November.

Voted, that the secretary receive \$15 for his services the ensuing year.

Officers elected:

Capt. Micajah Lunt, President.

Capt. Giles P. Stone, Vice President.

Capt. Mark Symonds, Treasurer.

Capt. Charles Hodge, Secretary.

Finance committee:

Capt. Samuel Nichols,

Capt. William Bartlet,

Capt. John N. Wills,

Capt. Nathaniel S. Osgood,

Capt. William Graves.

Relief committee:

Capt. Henry Shoof,

Capt. John N. Wills,

Capt. Nathaniel S. Osgood,

Capt. Edmund Pike,

Capt. Benjamin Peirce.

Membership fee, \$35.

Dec. 10, 1846, the motion of Capt. William Bartlet submitted to the society Feb. 26, 1846, to alter the days of the meeting of the members, not receiving two-thirds of the votes of the members present agreeable to the bye-laws, did not prevail and the vote recorded as passed at the annual meeting was therefore illegal.

Voted, that the 13th and 14th articles of the bye-laws be referred to a committee to examine if they conflict with each other and to report at the quarterly meeting, previous to the next annual

meeting, what alterations or amendments may be made to carry out the objects of the society.

CAPT. WILLIAM BARTLET,
CAPT. NATHANIEL S. OSGOOD,
CAPT. WILLIAM LE CRAW,

Committee.

Report of the finance committee:

123 shares in Merchants bank	\$4305.00
25 shares in Mechanics bank	2500.00
8 shares in Ocean bank	400.00
30 shares in Manufacturers bank	3000.00
16 shares in Massachusetts bank	4000.00
11 shares in Eastern railroad	1100.00
6 shares in Portsmouth, Saco and Portland railroad	600.00
Note of town of Newburyport	1800.00
2 receipts for instalments paid on Eastern railroad stock	200.00
Cash in hands of treasurer	660.27
	<hr/>
	\$18,565.27

The report of the relief committee recommending the sum of \$795 be paid to the beneficiaries, was accepted.

Capt. Richard Pickett departed this life on Friday, Jan 1, 1847, aged 59 years, and was buried on Monday, Jan. 4, at the new burial ground, 18 members of the society attending the funeral.

Feb. 25, 1847, voted, that the relief committee be requested to enquire into the circumstances of the late Capt. Richard Pickett and ascertain if he has left sufficient property to pay his funeral expenses and report to the society at their next meeting.

May 27, 1847, Capt. Henry Shoof of the relief committee reported that he had called on Miss Picket in accordance with the vote at the last meeting, who stated that the funeral expenses were paid and that she needed no further assistance.

A letter was received by the president from Mrs. T. L. Picket, requesting relief as widow of the late Capt. Richard Picket.

Voted, to lay it on the table.

Capt. Eleazer Johnson departed this life on Monday, June 7, 1847, aged 74 years, and was buried on Wednesday, June 9, at the old burying ground, 21 members of the society attending the funeral.

June 15, 1847, voted, that the financial committee have full power to dispose of the 30 shares in the Manufacturers bank at Saco, or any part thereof if they should deem it for the interest of the society.

Voted, that the proper officers of the society be authorized to make the transfer of said stock in case of sale, under the authority of the preceding vote.

Aug. 26, 1847, voted, that the financial committee be authorized to attend (by deputy) at the annual meeting or special meeting of any corporation in which the Marine Society is interested, and they have full power to represent said stock.

Voted, that the report of the committee respecting the 13th and 14th articles of the bye-laws be laid over to the annual meeting.

On motion of Capt. William Bartlet, that the bye-laws be altered so far, that the regular meetings of the society be changed from the third to the first Thursday in the month. Referred to the annual meeting.

Capt. William H. Hunt departed this life on Monday, Sept. 13, 1847, aged 45 years, and was buried on Tuesday, Sept. 14, at the Old Burying Ground, 17 members of the society attending the funeral.

Nov. 25, 1847, officers chosen:

Capt. Micajah Lunt, President.

Capt. Giles P. Stone, Vice President.

Capt. Mark Symonds, Treasurer.

Capt. Charles Hodge, Secretary.

Finance committee:

Capt. William Bartlet,

Capt. William Graves,

Capt. Nathaniel S. Osgood,

Capt. Henry Shoof,

Capt. Edmund Pike.

Relief committee:

Capt. Nathaniel S. Osgood,

Capt. John N. Wills,

Capt. Robert H. Pearson,

Capt. Isaac N. Knap,

Capt. William Graves, Jr.

Voted, that the fee for membership be \$35.

Voted, that the secretary receive \$15 for his services.

Voted unanimously, to admit Capt. Alexander Graves, Joshua Hale and Moses Brown, as members of this society.

Dec. 9, 1847, voted, to take from the table the application of the widow of Capt. Richard Picket.

Voted, to refer said application to the relief committee with liberty to assist her to an amount not exceeding \$50 if they deem it necessary.

Voted, that the relief committee be authorized to grant temporary relief not exceeding \$25 in any one case, having previously obtained the sanction of the president of the society.

On motion of Capt. William Bartlet to alter the days of meeting, it was voted not to alter.

Voted, that the finance committee be authorized to sell one-half of the stock in the Massachusetts bank of Boston, and one-half of the stock in the Merchants bank of Newburyport, whenever an opportunity offers of doing so to advantage, and reinvesting in public securities, say United States, Massachusetts or Boston City stocks, and in case of sale of either of the above named bank stocks, the proper officers of this society are hereby authorized and instructed to make the transfer required.

Report of the finance committee:

123 shares in the Merchants bank	\$4305.00
25 shares in the Mechanics bank	2500.00
8 shares in the Ocean bank	400.00
16 shares in the Massachusetts bank	4000.00
22 shares in Eastern railroad	2200.00
6 shares in the Portsmouth, Saco & Portland railroad	600.00
9 shares in the Boston & Worcester railroad	900.00
2 shares in the Boston & Lowell railroad @ \$500	1000.00
Note of the town of Newburyport	1800.00
Cash in hands of treasurer	656.75
	<hr/>
	\$18,361.75

Voted, that the report of the relief committee recommending the sum of \$604 be paid to the beneficiaries be accepted.

May 25, 1848, voted, on motion of Capt. William Bartlet, that the bye-laws respecting the meetings of the society be altered, referred to the next annual meeting.

Nov. 30, 1848, officers chosen :

Capt. Micajah Lunt, President.

Capt. Giles P. Stone, Vice President.

Capt. Mark Symonds, Treasurer.

Capt. Nathaniel S. Osgood, Secretary.

Voted, that the thanks of this society be presented to Capt. Charles Hodge, for sixteen years faithful service as secretary.

Finance committee :

Capt. William Bartlett,

Capt. William Graves,

Capt. Edmund Pike,

Capt. Joshua Hale,

Capt. Robert H. Pearson.

Relief committee :

Capt. John N. Wills,

Capt. William Graves, Jr.,

Capt. Moses Brown,

Capt. John Simpson,

Capt. Timothy Young.

Voted, that we approbate the payment of \$27.75 by the committee of relief, to the widow of Capt. Robert Follansbee, during her last sickness.

Voted, that \$35 be paid for the nursing of Mrs. Follansbee during her last sickness.

A communication from Robert Bayley & Sons in reference to the pilots in the case of Bark Panchita, was referred to a committee consisting of Captains E. Pike, Mark Symonds and William Graves, to report at an adjourned meeting.

Dec. 14, 1848, report of the finance committee :

108 shares in Merchants bank stock	\$3780.00
25 shares in Mechanics bank stock	2500.00
8 shares in Ocean bank stock	400.00
16 shares in Massachusetts bank stock	4000.00
22 shares in Eastern railroad stock	2200.00
6 shares in Portland, Saco & Portsmouth railroad	600.00
15 shares in Boston & Worcester railroad	1500.00
2 shares in Boston & Lowell railroad	1000.00
Note of the town of Newburyport	1800.00
1 certificate of Boston City stock	500.00
Cash in hands of treasurer	574.38

\$18,554.38

Voted, that the report of the finance committee be accepted.

Report of the relief committee. Voted, that the report of the relief committee recommending that the sum of \$718 be paid to the beneficiaries, was accepted.

The motion of Capt. William Bartlett that the bye-laws respecting the time of meeting, be altered from the last to the first Thursday of the month was now put, and it was voted not to make the alteration by a vote of 12 to 5.

Voted, to accept the report of the committee to whom was referred the communication of Robert Bayley & Son, respecting the pilots of this harbor.

Voted, that provided the pilots make the arrangement immediately as stated in their letter, such arrangement will meet the approbation of this society, otherwise the society will deem it necessary to take some further action in the matter.

Voted, that the secretary send the pilots a copy of the above vote and report the doings of the society to Capt. Bayley.

Capt. John N. Cushing departed this life on Friday, Jan. 5, 1849, at 4 o'clock a. m., aged 69 years, 8 months, and was buried on Saturday, Jan. 6, in the New Burial Ground, 17 members of the society attending his funeral.

Extract from the Newburyport Herald, Jan. 11, 1849:

Died: In St. Louis County, Missouri, Oct. 31, 1848, Capt. John T. Ross, formerly of Newburyport, aged 74 years.

Capt. David Stickney departed this life at New Orleans, Friday Jan. 5, 1849, aged 50 years.

Voted, that Capt. Robert Bayley, Capt. Charles M. Bayley, Capt. Henry Cook, stand as candidates for admission into this society.

On motion of Capt. William Bartlett, it was voted, that the President, Vice President and Treasurer, together with the financial committee be a committee to look out for the purchase of a building suitable for the society to hold their meetings in, and if such suitable building can be found, and the society decide to purchase, that the 12th article of the bye-laws be so altered at the annual meeting as to allow such a part of the funds to be withdrawn from the public funds as will be sufficient to purchase and fit up the same in a suitable manner.

Newburyport, Feb. 22, 1849.

NATHANIEL S. OSGOOD, Secretary.

The secretary has deposited the society's records in the vault of the Merchants bank for safe keeping, said records are enveloped in paper and waxed cloth, sealed and marked, "Marine Society Records. Special Deposit."

May 31, 1849, Capt. William Bartlett gave notice of his intention to move for an alteration of the bye-laws at the annual meeting.

"Moved that the bye-laws be so altered that the meetings of the Newburyport Marine Society be changed from the last Thursday evenings of November, February, May, and August, to the first Thursday evenings of November, May, February, and August, and that the hours of meeting be 7 o'clock instead of 6 o'clock on the evenings of November and February, and 8 instead of 7 o'clock on the evenings of May and August."

Capt. Jeremiah N. Jaques was accidentally killed by the Eastern railroad cars at 6 o'clock in the morning of July 30, 1849, and was buried from St. Paul's church at 5 p. m., on the same day in the old burial ground. Born Jan. 22, 1799, aged 50 years, 27 members of the society attending his funeral.

Aug. 30, 1849, Merrimack Hotel.

A petition for the removal of Joseph Lunt, pilot, signed by sundry individual merchants and others, was read by the president. No specific charge being made in the petition, Capt. N. S. Osgood made direct charges and the whole subject was then referred to a committee of three, viz: Capt. Isaac S. Coffin, Capt. William Le Craw and Capt. William Graves, to report at a special meeting if they deem it expedient.

Nov. 29, 1849, Merrimack Hotel, officers chosen:

Capt. Micajah Lunt, President.

Capt. Giles P. Stone, Vice President.

Capt. Mark Symonds, Treasurer.

Capt. Nathaniel S. Osgood, Secretary.

Finance committee:

Capt. William Bartlett,

Capt. William Graves,

Capt. Joshua Hale,

Capt. John N. Wills,

Capt. William Graves, Jr.

Relief committee:

Capt. Dennis Condry,
Capt. Anthony Knapp,
Capt. George Lunt,
Capt. William Graves, Jr.,
Cap. William A. Cheney.

Captains Robert Bayley, Jr., Charles M. Bayley and Henry Cook were admitted as members.

Voted that the admittance fee be \$35 for the ensuing year.

The motion of Capt. William Bartlett made May 31st, 1849, respecting an alteration in the bye-laws, was now taken up and divided, the first clause recommending an alteration in the day of meeting was rejected by a vote of 17 to 2. The second part recommending an alteration in the hour of meeting was also rejected 10 to 9.

The report of the committee on pilots was taken up and after being read was laid on the table for action at the adjourned meeting.

Dec. 13, 1849, the report of the finance committee that the stocks and notes of the society amounted to \$19,311.15.

The report of the relief committee recommending the sum of \$844 be paid to the beneficiaries, was accepted.

The report of the committee on pilots was taken from the table and it was voted to accept the report, and any further action on the subject be indefinitely postponed.

May 30, 1850, Capt. William Bartlett moved for an alteration in the bye laws respecting the time and hour of meeting, which was laid on the table to be taken up at the annual meeting.

Aug. 29, 1850, a petition from the merchants was read requesting the society to recommend Capt. Ebenezer Ames to the Governor and Council as a pilot, which was referred to a committee of three, viz: Captains Isaac S. Coffin, Samuel Knapp and William Graves, Jr.

Capt. Abraham Wheelwright departed this life Oct. 14, 1850, aged 93 years, and was buried Oct. 16th, at Oak Hill cemetery, 17 members of the society attending his funeral.

Capt. Zebulon Titcomb departed this life Nov. 12, 1850, aged 62 years, and was buried Nov. 14, in the new burial ground, 18 members of the society attending his funeral.



HOUSE BUILT BY CAPT. ABRAHAM WHEELWRIGHT IN 1806.

Loaned by Edwin Wheelwright of Boston.

Nov. 28, 1850, Merrimack Hotel, officers chosen :

Capt. Micajah Lunt, President.

Capt. Giles P. Stone, Vice President.

Capt. Mark Symonds, Treasurer.

Capt. Nathaniel S. Osgood, Secretary.

Voted, that the admittance fee for the ensuing year be \$35.

Finance committee :

Capt. William Bartlett,

Capt. William Graves,

Capt. Joshua Hale,

Capt. William Graves, Jr.,

Capt. Edmund Pike.

Relief committee :

Capt. William Graves, Jr.,

Capt. Charles M. Bayley,

Capt. Robert Bayley, Jr.,

Capt. Joshua Hale,

Capt. Stephen P. Bray.

Voted, that the 12th article of the bye-laws be so altered as to allow the finance committee to invest in real estate, a sum sufficient to purchase and fit up a building suitable for the society to hold their meetings in.

On inquiry of the treasurer "what shall be done with the note of the town of Newburyport now due," he was instructed by vote of the society to collect the same unless the town agrees to renew at 6 per cent interest, and the finance committee to invest the amount in public stocks and securities.

The motion of Capt. William Bartlett of May 30, was taken from the table and that part referring to the day of meeting was withdrawn by Capt. Bartlett, the question of altering the hour being considered, was put and decided in the negative, 6 to 11.

The report of the committee on the petition of the merchants and others recommending Ebenezer Ames as a pilot, was read, accepted and placed on file.

Dec. 12, 1850, on motion of Capt. Osgood, it was voted that all members of this society of twenty years standing, who are 70 years of age and upwards, be excused from all fines now due and

from all fines in future for non-attendance at meetings or funerals.

The report of the relief committee recommending the sum of \$752 be paid to the beneficiaries, was accepted.

The widow of Capt. Jonathan Titcomb being entitled to temporary relief only, your committee have assigned her the same amount as was paid last year, but would recommend an especial appropriation in her behalf of a sum not exceeding the highest paid, say \$80. She is 84 years of age, has lost her mind entirely and is almost helpless and dependent entirely upon her daughter who takes care of her, their only pecuniary means beside the sum allowed them by the society as far as your committee have been able to learn, is some trifling assistance from her son.

WILLIAM GRAVES, JR.,
JOSHUA HALE,
ROBERT BAYLEY, JR.,
CHARLES M. BAYLEY,
STEPHEN P. BRAY.

Report of the finance committee:

108 shares Merchants bank	par	\$3780.00
25 shares Mechanics bank	"	2500.00
8 shares Ocean bank	"	400.00
16 shares Massachusetts bank	"	4000.00
22 shares Eastern railroad	"	2200.00
6 shares P. S. & P. railroad	"	600.00
16 shares Boston & Worcester railroad	"	1600.00
2 shares Boston & Lowell railroad	"	1000.00
6 shares Boston & Maine railroad	"	600.00
1 certificate city stock	"	500.00
1 note town of Newburyport	"	1800.00
Cash in hands of treasurer	"	831.40

\$19,811.40

Voted, that the report of the finance committee be accepted.

Capt. Benjamin Wyatt departed this life March 31, 1851, at Cambridge, Mass., aged 89.

Capt. Enoch Gerrish departed this life, April 3, 1851, at his residence, Kent street, Newburyport, and was buried May 10th, ground at Oldtown, aged 64, 16 members of this society attending the funeral.

Capt. Thomas Morrison departed this life May 8, 1851, at his residence, Kent street, Newburyport, and was buried May 10th,

in the new burying ground, aged 80 years, 4 months, 17 members of this society attending the funeral.

Capt. William Graves died suddenly between 8 and 9 Tuesday evening of disease of the heart, and was buried in the Cemetery Thursday, May 29, 1851, aged 66 years, 20 members of the society attending his funeral.

May 29, 1851, the committee who were instructed at the annual meeting to look out for and purchase a building suitable for the society to hold its meetings in, reported that they had purchased a three story store on State street belonging to the estate of Abraham Wheelwright, for which they had paid \$3000 and that the lower part of the said building was leased for \$185 per year.

Voted, that the society approve of the doings of the committee and ratify the purchase.

The same committee report also that measures have been taken to repair and fix up the second and third stories of said building for the meetings of the society.

Upon the motion of Capt. Isaac Coffin, it was voted that the committee aforementioned, be and hereby are authorized, to fit up and furnish the second and third stories and complete the whole in such manner and style as they may deem expedient.

The secretary by a vote was authorized to procure 500 or 1000 cards and envelopes for notices of funerals.

The secretary reported the non-payment of the dues of Capt. Isaac N. Knapp, and it was voted that the secretary notify Capt. Knapp to pay up his dues.

It was also reported by the committee on buildings that the following named stocks had been sold to pay for the store aforementioned, viz:

12 shares Portland & Saco railroad @ \$100	\$1200.00
8 shares Ocean bank @ 65 1-2	524.00
3 shares Mechanics bank @ 94.50	283.50
4 shares Mechanics bank @ 94.25	377.00
8 shares Merchants bank @ 37.37	299.00

Charges

\$2683.50
9.88

Balance paid by treasurer

\$2673.62
326.38

Newburyport, May 29, 1851.

\$3000.00

Aug. 28, 1851, the secretary reported that in accordance with his instructions he had notified Capt. Knapp, and that he had received an answer from him requesting leave to withdraw from the society

Capt. Knapp's letter being read, it was voted that Capt. Isaac N. Knapp's connection with this society be dissolved according to his request, and that his unpaid dues be remitted up to this date.

A motion was read by Capt. William Bartlett for an alteration of the bye-laws in regard to the hour of meeting, and it was voted to lay the same on the table for consideration at the annual meeting.

Captains Andrew Miltimore and Moses J. Mulliken were nominated by Capt. Micajah Lunt as candidates for membership into the society.

It was moved for consideration at the annual meeting by Capt. Isaac S. Coffin, that the bye-laws be so altered as to allow supercargoes to be members of this society.

It was voted that the finance committee be authorized to sell such a part of the stocks of this society as will be necessary to pay the expenses of fitting up the rooms of the society, and that from the proceeds the treasurer be authorized to pay such bills as may be approved by the committee on building and repairs.

Voted, that the secretary be requested to notify the members to meet at their rooms when completed for the purpose of dedication.

Voted, that the relief committee be justified in paying the May quarterly pension of Capt. Enoch Gerrish (deceased) to his widow, and they be authorized to pay the August quarterly pension to the widow Gerrish, if they may think it expedient.

Capt. Nathaniel Nowell departed this life at San Francisco, California, on the 27th day of July, 1851, aged 53 years and 6 months.

Nov. 27, 1851, annual meeting held in their new hall, 25 members present. Officers chosen:

Capt. Micajah Lunt, President.

Capt. Giles P. Stone, Vice President.

Capt. Mark Symonds, Treasurer.

Capt. Nathaniel S. Osgood, Secretary.

Finance committee:

Capt. William Bartlett,
Capt. Dennis Condry,
Capt. Charles M. Bayley,
Capt. William Le Craw,
Capt. Timothy Young.

Relief committee:

Capt. William Graves,
Capt. William A. Cheney,
Capt. Henry Shoof,
Capt. Robert Bayley, Jr.,
Capt. David Haskell.

Voted, unanimously, to admit Captains Andrew Miltimore and Moses J. Mulliken as members of this society.

Voted, that the admission fee be \$35 for the year ensuing.

The motion of Capt. William Bartlett in August last, for an alteration of the bye-laws respecting the hour of meeting was taken up, 23 persons being present and 12 only in favor, the motion was lost.

Capt. William Bartlett moved a reconsideration on the ground that the motion was not fully understood on the second trial, 23 persons being present, 15 voted in favor, the motion was lost. Capt. Bayley moved a reconsideration on the ground that one person had inadvertently voted on the wrong side.

The question was again tried, the president having requested every gentleman to vote, and it was found that 17 were in favor, that number being two-thirds of the members present, it was decided therefore that so much of the second article of the bye-laws as directs that "the meetings are to be opened by the presiding officer at 6 o'clock p. m., from the 21st day of September to the 21st day of March and at all other times of the year at 7 o'clock p. m., precisely," be amended by substituting the words 7 o'clock p. m., from the 21st of September to the 21st of March, and 8 o'clock p. m., at all other times of the year.

On motion of Capt. Isaac Coffin in August last for an alteration of the bye-laws, so that supercargoes may be admitted members of this society, was taken up and on the ballot being counted 23 persons being present, it was found that three had

voted in favor of the motion and twenty against it, and the motion was lost.

Voted, that either of the officers of the society be authorized to purchase a suitable safe whenever they can do so at a moderate price.

Voted, that the secretary be authorized to employ some person to clean and light the hall as may be required.

Capt. Thomas A. Smith departed this life Dec. 10, 1851, aged 56 years, at his residence, High street, and was buried Dec. 11, in the tomb at the Old Burial Ground, 24 members of the society attending his funeral.

Dec. 11, 1851, report of the finance committee:

100 shares in the Merchants bank	\$3500.00
18 shares in the Mechanics bank	1800.00
16 shares in the Massachusetts bank	4000.00
22 shares in the Eastern railroad	2200.00
20 shares in the P. S. P. railroad	2000.00
16 shares in the Boston & Worcester railroad	1600.00
6 shares in the Boston & Maine railroad	600.00
2 shares in the Boston & Lowell railroad	1000.00
1 certificate City of Boston stock	500.00
	<hr/>
	\$17,200.00

One brick store on State street.

WILLIAM BARTLETT,
CHARLES M. BAYLEY,
TIMOTHY YOUNG,

Committee.

The report of the relief committee recommending the sum of \$724 be paid to the beneficiaries, was accepted.

Voted, that the treasurer be authorized to hire such sums as may be necessary to meet the quarterly payments.

Voted, that the officers of this society be a committee to take into consideration the inefficiency of the lights at the entrance of this harbor as a guide over the bar, and report the same to Mr. Greeley, collector of Boston.

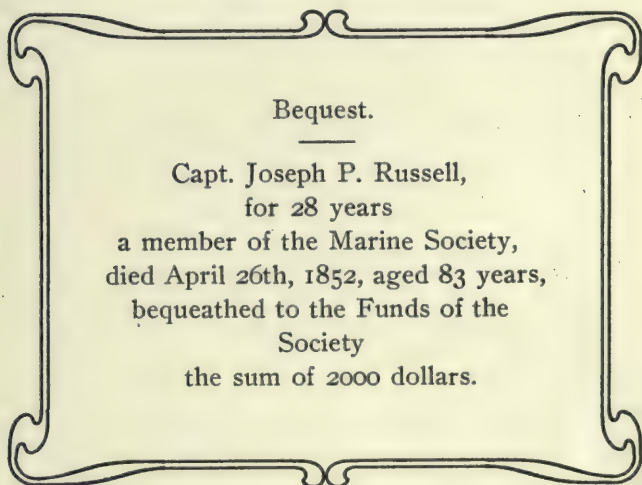
A communication from Mrs. Hoyt in behalf of her sister, Mrs. Thomas Smith, was read and it was moved by Capt. Le Crow and voted unanimously that the committee of relief be authorized to pay to the widow of Capt. Smith a sum not exceeding \$50 at such times as they may think proper previous to the next annual meeting.

Capt. Joseph P. Russell departed this life April 26, 1852 at his residence on Lime street, aged 83 years, and was buried April 28, on top of the Old Burial Ground, 20 members of the society attending his funeral.

May 27, 1852, voted, that from the bequest of Capt. Russell, the society pay their note at the Savings bank.

Voted, that a record of the munificent bequest of Capt. Joseph P. Russell be recorded in the books, and a committee be chosen to have a record handsomely prepared to hang in the hall and Capts. Osgood, Lunt and Graves were appointed.

Copy of framed record in the hall.



On motion of Capt. William Bartlett it was voted unanimously that the balance of the pension to the widow of Jonathan Titcomb (deceased) be paid to her daughter as a token of respect for filial care of her aged mother.

The subject of the Piers was discussed and Capt. Charles M. Bayley consented to get up a petition to Congress on the subject.

The secretary was directed to procure a suitable covering for the chandelier, and draw upon the treasurer for the expense.

Aug. 26, 1852, on the subject of introducing gas into the society's store, it was voted to adopt the same plan as the other owners of stores in the block, and that Capt. Micajah Lunt be a committee to attend to the same and also to close up the large door belonging and owned jointly with Mr. Kimball, and he is authorized to draw on the treasurer for a sum sufficient to pay the expense.

Voted, that the doings of the relief committee in the matter of employing a person to take care of the widow of William Pickett be approved, and they are authorized to draw from the treasury a sum sufficient to pay the expenses and continue the same till the next meeting of the society if found expedient, say \$1.00 per week.

Voted, that Capt. Micajah Lunt and William Graves be a committee to take into consideration the propriety of introducing gas into this hall and to take such action on the subject as they may deem expedient.

Voted, that the thanks of this society be presented to the Hon. H. W. Kingsman for a present of charts, and also to the Hon. James W. Duncan for procuring for the use of the society such other charts as were necessary to make a full set of the coast survey.

Voted, that the thanks of this society be presented to Messrs. John N. and William Cushing, for a present of the charts published by the U. S. Exploring Expedition.

Voted, that the secretary be instructed to procure a portfolio for preserving said charts.

Capt. Robert Couch was proposed for membership.

Capt. J. F. Coffin died at New Orleans, midnight of Sept. 15th, 1852, aged 38. His body was brought to this city and deposited in the family tomb at the Old Burial Ground, Oct. 27, 1852.

Capt. Oliver D. Pillsbury died at Charlestown, Oct. 4th, 1852, aged 34 years.

Capt. Isaac Green Johnson died at his residence, East Cambridge, Oct. 29, 1852, aged 43 years, and was buried at Oak Hill Cemetery, Sunday, Oct. 31, 1852, 17 members of the society attending his funeral.

Nov. 25, 1852, officers chosen :

Capt. Micajah Lunt, President.
Capt. Giles P. Stone, Vice President.
Capt. Mark Symonds, Treasurer.
Capt. Nathaniel S. Osgood, Secretary.

Capt. Thomas C. Page, Capt. Charles Marsh, and Capt. Robert Couch were admitted as members.

Finance committee :

Capt. William Graves,
Capt. Joshua Hale,
Capt. Edmund Pike,
Capt. Robert Bayley, Jr.
Capt. William A. Cheney.

Relief committee :

Capt. Mark Symonds,
Capt. Charles M. Bayley,
Capt. William Graves,
Capt. George Coffin,
Capt. Andrew W. Miltimore.

Voted, that the thanks of the society are due to James Adams, Esq., American Consul at Singapore, for a present of a pair of those rare birds, the "Argus Eyed Pheasants," and that the president of the society be a committee to forward the same to Mr. Adams.

Voted, that the thanks of the society are also due to Capt. Isaac A. Bray for many specimens of models from the East Indies.

Model of Chinese Junk.
Model of Malay Proa.
Model of Malay passage boat.
Model of Coral in fine order.
Model of Gutta Percha.
Model of Bill of the Touchland.
Model of Sword of the Saw Fish.
Model of Antelopes Horns.

Voted, that the same gentleman be a committee to convey our thanks to Capt. Bray.

Dec. 9, 1852, report of the finance committee:

100 shares Merchants bank, par	\$3500.00
18 shares Mechanics bank	1800.00
16 shares Massachusetts bank	4000.00
22 shares Eastern railroad	2200.00
20 shares P. S. & P. railroad	2000.00
16 shares Boston & Worcester railroad	1600.00
6 shares Boston & Maine railroad	600.00
2 shares Boston & Lowell railroad	1000.00
1 certificate City of Boston scrip	500.00
4 bonds Newburyport railroad	800.00
Building and furniture	4500.00
Cash in hands of treasurer	516.06
	<hr/>
	\$23,016.06

Report of relief committee:

The report of the relief committee recommending the sum of \$800 be paid to the beneficiaries, was accepted and the recommendations adopted.

The subject of admission fee was considered, and it was voted, that the admission fee be \$35 for all applicants not over 30 years of age at the time of making application, and that one dollar be added to the above for every year of the applicant's age, over 30 years.

Voted, that \$100 be appropriated for the purpose of furnishing and fitting the upper room, and that a committee of three be chosen to carry the above vote into effect.

Capt. N. S. Osgood, Mark Symonds and William Graves were chosen.

Voted, that the committee on relief be authorized to pay \$14 now due the nurse for the care of Mrs. Pickett, and that they be allowed to continue the weekly payments at their discretion.

Capt. William Bartlett died at his residence, Water street, Dec. 28, 1852, aged 70 years, and was buried at Oak Hill cemetery, Dec. 30, 18 members of the society attending his funeral.

February 24, 1853, the secretary reported that the printed notifications were expended, and it was voted, that in future the members be notified of the regular meetings through the Newburyport Herald.

The following resolution was offered by Capt. Mark Symonds and accepted:

"Whenever a fire occurs in the city, by which the property of a member of this society, or that of the widow of a deceased member shall be jeopardized or in peril, we resolve to do all in our power to aid and assist in preserving the same."

Capt. Thomas C. Page, admitted as a member of this society, Nov. 25, 1852, died at Porto Cabello, Feb. 14, 1853, of yellow fever, aged 41 years.

May 26, 1853, voted, that the secretary be authorized to notify all persons whose dues have been standing a year, and who have been at home during that period, that the ninth article of the by-laws must be complied with.

Aug. 25, 1853, voted, that the thanks of this society are due to Capt. Robert H. Pearson, for his very liberal donation of curiosities from Bengal to the society's cabinet.

Nov. 24, 1853, annual meeting. Election of officers:

Capt. Micajah Lunt, President.

Capt. Giles P. Stone, Vice President.

Capt. Mark Symonds, Treasurer.

Capt. N. S. Osgood, Secretary.

The following were admitted for membership:

Captains Stephen G. Haskell, Samuel Walton, Samuel W. Pike, Henry M. Graves, Moses Pike, John H. Spring, Samuel W. Chase, John T. Bayley.

Finance committee:

Capt. Nathaniel S. Osgood,

Capt. William Graves,

Capt. Edmund Pike,

Capt. Joshua Hale,

Capt. Charles M. Bayley.

Relief committee:

Capt. Mark Symonds,

Capt. Dennis Condry,

Capt. William Graves,

Capt. Robert Bayley, Jr.,

Capt. Edmund Pike.

The report of the finance committee that the par value of the society's funds was \$23,372.44, was accepted.

The report of the relief committee recommending the sum of \$772 be paid to the beneficiaries of the society, was accepted and adopted.

Feb. 24, 1854, the petition of Michael Stevens to be recommended to the Governor as a suitable person to be commissioned as a branch pilot for this harbor, was presented by Capt. Pierce. After considerable discussion it was voted 10 to 4 that it would be inexpedient to create any more branch pilots for this harbor.

OBITUARY.

Capt. Paul Simpson, who had been a member of the Marine Society forty-seven years, died on the 11th of February, 1854, at the age of 80 years, and was buried at Oak Hill cemetery, at noon, on the 14th of February, 14 members of the society attending his funeral.

OBITUARY.

Capt. John N. Wills, a member of this society for twenty years died at his residence in Cambridge, March 9, 1854, at the age of 44 years. His remains were brought to this city and deposited in his tomb at Oak Hill cemetery on the 13th inst., 14 members of the society attending his funeral.

OBITUARY.

Capt. John H. Titcomb died in Boston, June 14, aged 65 years, 10 months. His remains were brought to this city and buried on the 15th inst.

May 25, 1854, voted, that the invitation of the Mayor, for the society to take a part in the celebration of the 4th of July, be most respectfully declined.

The application of Michael Stevens for a recommendation as a branch pilot was taken up, seven members voting in favor and this number being a majority of those present, he was accordingly approved.

Nov. 30, 1854, officers elected:

Capt. Micajah Lunt, President.

Capt. Giles P. Stone, Vice President.

Capt. Mark Symonds, Treasurer.

Capt. Nathaniel S. Osgood, Secretary.

Finance committee :

Capt. Giles P. Stone,
Capt. Joshua Hale,
Capt. Andrew W. Miltimore,
Capt. Henry Cook,
Capt. George Lunt.

Relief committee :

Capt. William Graves,
Capt. Robert Couch,
Capt. Henry Shoof,
Capt. William A. Cheney,
Capt. Oliver O. Jones.

Capt. Nicholas Varina was proposed by Capt. Mark Symonds as a candidate for admission into this society.

Capt. Micajah Lunt, Jr., was proposed by the president as a candidate for admission to this society.

Capt. John M. Boyson was proposed by Capt. Moses Brown as a candidate for admission to this society.

It appears that Capt. Thomas C. Page was not a member a sufficient time to entitle his widow aid from the society, and on motion of Capt. R. Bayley, Jr., it was voted that the treasurer be authorized to pay over to his widow the amount of his entrance fees.

Voted, that the admission fees be the same as last year, viz : \$35 for candidates not exceeding 30 years of age and one dollar additional for every year over 30.

Dec. 14, 1854, Capt. Abraham Somerby was proposed for membership by Capt. Andrew Miltimore.

Report of the finance committee :

The finance committee reported that the funds of the society amounted to \$24,334.17.

The report of the relief committee recommending that the sum of \$800 be paid to the beneficiaries, was accepted.

Capt. Isaac S. Coffin died at New Orleans, Jan. 24, 1855, aged 56 years.

Feb. 22, 1855, voted, that the treasurer be authorized with the approval of the president, to rent the store on the best terms and to shut up the passage way to the store above, or not, as may be found expedient.

The treasurer is also authorized to repair the roof as may be needed.

May 31, 1855, Capt. William Le Crow gave notice that he should at the next annual meeting move an amendment of the by-laws "that so much of the 20th article be annulled as makes the omission to attend the funeral of a deceased member subject to a fine of twenty-five cents."

Aug. 30, 1855, on motion of Capt. Le Crow, six dollars was collected among the members for procuring a practical navigation scale, rule, and dividers for the use of the members.

On motion of Capt. Robert Bayley, Jr., it was voted that the treasurer be authorized to pay for the improvements made by the erection of a brick addition to the store.

Nov. 29, 1855, officers elected:

Capt. Micajah Lunt, President.

Capt. Giles P. Stone, Vice President.

Capt. Mark Symonds, Treasurer.

Capt. Nathaniel S. Osgood, Secretary.

Finance committee:

Capt. William Graves,

Capt. Robert Bayley, Jr.,

Capt. Andrew W. Miltimore,

Capt. Joshua Hale,

Capt. William Le Crow.

Relief committee:

Capt. William A. Cheney,

Capt. Samuel Knapp,

Capt. John H. Spring,

Capt. Charles M. Bayley,

Capt. Edmund Pike.

Capt. LeCrow moved that the bye-laws relating to funerals be amended by striking out the penalty of twenty-five cents for non-attendance, and it was voted so to amend by a two-thirds vote.

A motion to reconsider, by Capt. Edmund Pike on the ground of misunderstanding, was carried, and on the question being again put, it was not a vote.

Capt. Le Crow gave notice, that at the next annual meeting he should if present, renew the motion.

Capt. Mark Symonds presented the journal of Capt. Ruben Jones of the ship *Minerva* of 1802.

Dec. 13, 1855, the finance committee reported that the funds of the society amounted to \$24,077.67.

The relief committee recommending the sum of \$800 be paid to the beneficiaries, was accepted.

OBITUARY.

Capt. Charles Hodge, for 51 years a worthy member of the Marine Society, died Dec. 27, 1855, and was buried at the new burial ground the 31st day of December 1855, aged 77 years. Seventeen members of the society attended his funeral.

OBITUARY.

Capt. Oliver O. Jones died at home on Wednesday morning, Feb. 9, 1856, at the age of 47 years, and was buried at the Oak Hill cemetery. It being a private funeral, the society did not attend.

Feb. 25, 1856, Capt. William Graves stated that application had been made to him for aid in paying the funeral expenses of Mrs. John H. Titcomb, and it was voted to pay over the balance of Widow Titcomb's pension, twenty dollars.

Capt. Charles Smith was proposed for membership by Capt. Charles M. Bayley.

OBITUARY.

Capt. Samuel Chase, master of the schooner *Alfaretta* of this city, while on his passage from Attakappas for Portsmouth, was knocked overboard by the main boom and lost April 24, 1856.

Charlestown, May 10, 1856, the sloop *Cinderella*, Capt. Smith, which arrived here last night from Cape Romain, brought as passengers Thomas Royal, late mate and five seamen lately attached to the schooner *Alfaretta* of Newburyport, Mass. The *Alfaretta* Capt. Samuel W. Chase, was on her passage from Attakappas, La., for Portsmouth, N. H., with a cargo of live oak timber, when on the 24th ult., Lat. 28, Long. — during a squall Capt. Chase was knocked overboard by the boom and lost. After this accident, the mate not being a good navigator, the vessel drifted about for several days, when on the 27th ult., being as was supposed about 120 miles N. E. of Charleston fell in with barque *Hamilton* of Salem

for Doboy Island, Ga., the captain of which supplied the *Alfaretta* with provisions and persuaded the commander of the schooner to follow the barque and endeavor to reach Charleston. On Friday last at 2 a. m., lost sight of the barque's light, when a short time after made a light, which was thought might be the barque's and stood for it, but unfortunately it proved to be Cape Romain light and the schooner was consequently run ashore on the beach before daylight, near the light house. Mrs. Chase, the captain's wife, and child, who were on board of the *Alfaretta*, have been left with the keeper of the light house at Cape Romain, but will no doubt reach this city in a few days.

May 29, 1856, the application of Capt. Moses Brown for aid was read, and it was voted that he receive \$20 per quarter during the remainder of the year.

Voted, that a donation of \$20 be paid to Mrs. Timothy Young to aid her in getting to New York, and in addition to her pension.

Aug. 28, 1856, Capt. Henry Shoof proposed the name of his son, Capt. William H. Shoof, for membership.

Capt. Joshua Hale proposed the name of Capt. Edwin J. Colby for membership.

Capt. William A. Cheney proposed the name of Capt. Nathaniel Hale for membership.

Nov. 27, 1856, election of officers:

Capt. Micajah Lunt, President.

Capt. Giles P. Stone, Vice President.

Capt. Mark Symonds, Treasurer.

Capt. Nathaniel S. Osgood, Secretary.

The following were admitted to membership:

Capt. Albert Cheever,

Capt. Nehemiah A. Bray,

Capt. Charles Smith,

Capt. William H. Shoof,

Capt. Edwin J. Colby,

Capt. Nathaniel Hale.

Finance committee:

Capt. Robert Bayley, Jr.,
Capt. Edmund Pike,
Capt. John H. Spring,
Capt. Joshua Hale,
Capt. Andrew W. Miltimore.

Relief committee:

Capt. William A. Cheney,
Capt. Henry Shoof,
Capt. Charles M. Bayley,
Capt. William H. Lunt,
Capt. Moses Pike.

Capt. William Graves proposed the name of his brother, Capt. Edward Graves, for membership.

Dec. 2, 1856, the report of the finance committee that the funds of the society amounted to \$23,105.80, was accepted.

The report of the relief committee recommending the sum of \$940 be paid to the beneficiaries, was accepted.

Feb. 26, 1857, voted, that the resolution offered by Capt. Mark Symonds, Feb. 24, 1853, and adopted (relating to assistance to each other when their property is in danger by fire) be printed and a copy placed in the book of each member of the society.

OBITUARY.

Capt. David Haskell, a member of this society for 38 years, died April 17, 1857, aged 81 years and 5 months, and was buried on the easterly side of the burial grounds, 14 members of the society attending his funeral.

OBITUARY.

Capt. Samuel Boardman died June 2, 1857, aged 86 years, and was buried June 4th at the Oak Hill cemetery, 15 members of the society attending his funeral.

Capt. Mark Symonds reported the death of widow Timothy Young, and that her daughter had asked if the society would assist in paying the funeral expenses.

Voted, that the quarterly pension which would be due this day, be paid to Mrs. Young's daughter, for the purpose above named.

Aug. 28, 1857, Capt. Thomas Pritchard proposed the name of Capt. Elbridge G. Colby for membership.

OBITUARY.

Capt. Joseph Patch died Aug. 31, 1857, aged 88 years, and was buried in the New Burial Ground Sept. 2, 1857, 12 members of the society attending the funeral.

Nov. 26, 1857, election of officers:

Capt. Micajah Lunt, President.

Capt. Giles P. Stone, Vice President

Capt. Mark Symonds, Treasurer.

Capt. Nathaniel S. Osgood, Secretary.

Captains Edward Graves and Elbridge G. Colby were elected to membership.

Finance committee:

Capt. Joshua Hale,

Capt. Henry Shoof,

Capt. Charles M. Bayley,

Capt. Alexander Graves,

Capt. John Simpson.

Relief committee:

Capt. W. A. Cheney,

Capt. John H. Spring,

Capt. Charles Marsh,

Capt. Andrew W. Miltimore,

Capt. William H. Shoof.

Voted, that the thanks of the society are due to Capt. John Simpson and to Capt. Thomas Pritchard for their contributions to the society's museum.

Dec. 10, 1857, the finance committee reported that the funds of the society amounted to \$23,730.17.

The report of the relief committee recommending the sum of \$990 be paid to the beneficiaries, was accepted.

Capt. Osgood gave notice that at the next annual meeting he should move for an amendment to the 13th article of the bye-laws by erasing the word charity so that the three first lines shall read "who shall in the opinion of the society be proper objects for their relief, support, or maintenance."

OBITUARY.

Capt. Samuel Knapp died suddenly, Jan. 21, 1858, aged 54 years, and was buried at Oak Hill cemetery Jan. 22, 1858, 17 members of the society were present at the funeral.

May 27, 1858, a letter from Mr. Allen Brewster, stating the condition of Mrs. Ross' family, was read.

Aug. 26, 1858, Capt. David Le Craw was proposed for membership.

Voted, that the quarterly payment due Mrs. Titcomb (deceased) be subject to the order of the chairman of the relief committee for the purpose of paying the funeral expenses of Mrs. Titcomb.

Nov. 25, 1858, officers elected:

Capt. Micajah Lunt, President.

Capt. Giles P. Stone, Vice President.

Capt. Mark Symonds, Treasurer.

Capt. Nathaniel S. Osgood, Secretary.

Finance committee:

Capt. John H. Spring,

Capt. Nicholas Varina,

Capt. Isaac A. Bray,

Capt. Stephen P. Bray,

Capt. William H. Shoof.

Relief committee:

Capt. William A. Cheney,

Capt. John M. Boyson,

Capt. John Simpson,

Capt. Charles M. Bayley,

Capt. Joshua Hale.

Captains George W. Knight, Charles Hale, George E. Balch, David R. LeCraw, were admitted as members of the society.

Voted, that we take up the subject of altering the bye-laws as proposed by Capt. N. S. Osgood at the last annual meeting. After some little discussion, it was voted unanimously that the words "and charity" be expunged from the 13th article of the bye-laws.

On motion of Capt. Miltimore, it was voted that the secretary write to Capt. Nehemiah A. Bray and ask if he intends to comply with the usages of this society, or withdraw from the same.

Dec. 9, 1858, the finance committee reported that the funds of the society amounted to \$24,003.21, which was accepted.

The report of the relief committee recommending the sum of \$970 be paid to the beneficiaries, was accepted.

Feb. 24, 1859, the president proposed the name of Capt. Benjamin P. Dow for membership.

Capt. Edmund Pike proposed the name of Capt. Thomas McKenney for membership.

Capt. Charles M. Bayley proposed the name of his son, Capt. Charles E. Bayley, for membership.

Voted, that the secretary be a committee to have a fixed shelf or table placed between the front windows, also to have the carpet varnished.

May 26, 1859, the subject of Capt. N. A. Bray's neglect to pay his admission fee was discussed, and in consequence of his peculiar position, it was voted that the matter lay on the table until the annual meeting.

Voted, that the secretary be required to call the attention of Capt. George E. Balch to his neglect in the matter of admission fee and request him to comply with the bye-laws or resign.

Aug. 25, Capt. Jeremiah Lunt was proposed for membership.

Voted, that the treasurer be authorized to pay the expense of getting the model of the ship Washington into the hall. In order to accomplish this vote the front of the building was removed and afterwards replaced.

Voted, that the thanks of this society be presented to James L. Townsend and the other proprietors for the valuable present of the highly finished model ship Washington.

Nov. 24, officers elected:

Capt. Micajah Lunt, President.

Capt. Giles P. Stone, Vice President.

Capt. Mark Symonds, Treasurer.

Capt. Nathaniel S. Osgood, Secretary.

The following were admitted to membership: Captains Benjamin P. Dow, Thomas McKenney, Charles E. Bayley, Jeremiah Lunt.

Finance committee:

Capt. Charles M. Bayley,
Capt. Joshua Hale,
Capt. Andrew W. Miltimore,
Capt. E. G. Colby,
Capt. M. Lunt, Jr.

Relief committee:

Capt. W. A. Cheney,
Capt. Henry Cook,
Capt. M. Lunt, Jr.,
Capt. Isaac A. Bray,
Capt. William H. Shoof.

The subject of Capt. Bray's non-compliance with the bye-laws in neglecting to pay his entrance fee was taken up, and the motion to expel him did not prevail and no other action was taken.

The motion that Capt. George E. Balch be expelled for neglecting to pay his entrance fee, was passed unanimously.

Capt. Joseph Hoyt was proposed by the secretary as a candidate for membership.

Capt. Charles E. Coker was proposed by Capt. Charles M. Bayley for membership.

Dec. 8, 1859, the finance committee reported that the funds of the society amounted to \$24,504.27 and the report was accepted.

The report of the relief committee recommending the sum of \$820 be paid to the beneficiaries, was accepted.

A letter from Capt. George Coffin was read in which he requests the influence and aid of the society in his application for the office of master of the "Reform School Ship."

Capt. Edmund S. Raynes was proposed by Capt. Charles M. Bayley for membership in the society.

Feb. 23, 1860, voted unanimously, that Capt. N. A. Bray be disfranchised, he having neglected to pay his matriculation fees.

May 31, 1860, Capt. Eliphalet Emery Hale was proposed for membership into the society.

OBITUARY.

Capt. Samuel Walton died of fever at Antwerp, Aug. 23, 1859, aged 58 years and 6 months. His remains were committed to the

deep, Oct. 6th from the ship Josephus, of which he had been master.

Capt. Edwin J. Colby died at Bremen, Dec. 19, 1859, aged 47 years.

Capt. Benjamin Pierce died at home, Aug. 29, 1860, aged 67 years and 10 months, and was buried at Oldtown cemetery, 15 members of the society attending his funeral.

Nov. 29, 1860, election of officers:

Capt. Micajah Lunt, President.

Capt. Giles P. Stone, Vice President.

Capt. Mark Symonds, Treasurer.

Capt. N. S. Osgood, Secretary.

The following were admitted as members of the society: Captains Joseph Hoyt, Charles E. Coker, Edmund S. Raynes, Eliphalet Emery Hale.

Finance committee:

Capt. Henry Shoof,

Capt. John H. Spring,

Capt. Isaac A. Bray,

Capt. Jere Lunt,

Capt. Thomas McKenney.

Relief committee:

Capt. Robert Couch,

Capt. W. A. Cheney,

Capt. Nicholas Varina,

Capt. Alexander Graves,

Capt. Moses J. Mulliken.

Capt. Benjamin C. Emerton was proposed by the secretary for membership into the society.

Dec. 13, 1860, the report of the relief committee recommending the sum of \$1045 be paid to the beneficiaries, was accepted.

The finance committee reported the funds of the society amounted to \$26,358.55, which was accepted.

Feb. 28, 1861, Capt. Jacob B. Brown was proposed as a candidate for admission into the society by Capt. Isaac A. Bray.

Capt. Henry W. Lunt was proposed by Capt. Thomas C. Simpson.

Voted, that Capt. N. S. Osgood be a committee to have the window frames and sashes painted, varnished and repaired.

Voted, that Capt. W. A. Cheney, (on account of the failure of his sight,) be excused from all fines hereafter for non-attendance at meetings.

Voted, that the finance committee be authorized to confer with Mr. Lake on the subject of altering the front of the store and making other improvements, and they have power to act in such manner as they may deem for the interest of the society.

May 30, 1861, Capt. Robert Nowell was proposed as a candidate by Capt. Henry Cook.

Nov. 28, 1861, officers elected:

Capt. Micajah Lunt, President.

Capt. Giles P. Stone, Vice President.

Capt. Mark Symonds, Treasurer.

Capt. N. S. Osgood, Secretary.

Captains Benjamin C. Emerton, Samuel B. Pike, Jacob B. Brown, Robert T. Nowell, were admitted as members of this society by unanimous vote.

Finance committee:

Capt. John H. Spring,

Capt. Isaac A. Bray,

Capt. Nicholas Varina,

Capt. Thomas Pritchard,

Capt. George W. Knight.

Relief committee:

Capt. Robert Couch,

Capt. Joseph Hoyt,

Capt. George W. Hale,

Capt. Henry Cook,

Capt. Daniel Knight.

A letter from Capt. Abram Somerby was read requesting the loan of \$50, and it was voted to remit to Capt. Somerby \$50 on condition of his resigning all claims on the society hereafter.

The finance committee reported that the funds of the society amounted to \$26,302.19.

Dec. 12, 1861, the report of the relief committee recommending that the sum of \$1155 be paid to the beneficiaries, was accepted.

Feb. 27, 1862, Capt. Samuel G. P. Mulliken was proposed for membership by Capt. Gyles P. Stone.

May 29, 1862, Capt. David P. Page was proposed for membership by Capt. Micajah Lunt.

OBITUARY.

Capt. Moses Brown died at home Aug. 27, 1862, aged 53 years, and was buried in the New Burial Ground, Aug. 29, 22 members of the society attending the funeral.

Capt. Henry M. Spring was proposed for membership by his father, Capt. John H. Spring.

Capt. George L. Woods was proposed for membership by Capt. Isaac A. Bray.

Capt. Rafael A. Bayley was proposed for membership by his father, Capt. Robert Bayley, Jr.

Capt. Osgood gave notice that he should at the annual meeting move that the bye laws be so far amended as to make some provision for calling special meetings.

Nov. 27. 1862. After the roll call, the president remarked that this was the fullest meeting he had presided over in 25 years (38 being present), that the society was in a very prosperous condition and that having served them for 25 years as president and vice president, he declined the honor of a re-election.

Officers elected:

Capt. Giles P. Stone, President.

Capt. Mark Symonds, Vice President.

Capt. William Graves, Treasurer.

Capt. N. S. Osgood, Secretary.

Captains Samuel G. P. Mulliken, David P. Page, Henry M. Spring, George L. Woods, Rafael A. Bayley, were admitted to membership.

Finance committee:

Capt. Isaac A. Bray,

Capt. Nicholas Varina,

Capt. Robert T. Nowell,

Capt. George Lunt,

Capt. Charles B. Stevens.

Relief committee:

Capt. Robert Couch,
Capt. Henry Cook,
Capt. Frederick Moore,
Capt. Stephen P. Bray,
Capt. Edmund S. Raynes.

Capt. Osgood moved that his motion at the last meeting calling for a bye-law that should define in what manner a special meeting should be called, should now be taken up, and a motion was made "that the president should call a special meeting on the petition of ten members," giving the usual notice, number of votes in favor of this motion being 17. As it required a two-thirds vote the motion was lost.

Capt. George Rogers was proposed for membership by Capt. Mark Symonds.

The following remarks were made by Capt. Lunt on resigning the office of president:

Gentlemen:

This evening, the return of our annual meeting, completes twenty-five full years, that by your unanimous choice, I have filled the office of vice president and president of the Newburyport Marine Society, having been elected to the office of vice president on the 30th of November, 1837, which I held till the 24th of November, 1842, when on the retirement of the late Capt. Eleazer Johnson, I became its presiding officer. During this long period of twenty-five years nothing has occurred to mar our pleasant intercourse, and while I feel extremely grateful for the confidence you have so long reposed in me and for your cheerful aid and co-operation in the discharge of my duties, I would take the opportunity to state that I am not a candidate for re-election. I joined the society in November, 1830, then consisting of 43 living members of the 164 on record, of whom 38 are dead, leaving but five now living of those with whom I then united. Of these, two are octogenarians. There are now 73 living members of the 268 on record, of which two have resigned, one disfranchised, and one expelled, leaving 191 as passed away from earth. The funds of the society have increased from a little rising fourteen thousand dollars in 1830, to more than \$26,000 at the present time.

Dec. 11, 1862, Capt. Joseph D. Small was proposed for membership by Capt. Charles M. Bayley.

The petition of Mr. Warner to be recommended as an assistant pilot from this port to Haverhill was read and laid on the table, Mr. Warner being unknown to the members.

The report of the relief committee recommending the sum of \$1125 be paid to the beneficiaries, was accepted.

The report of the finance committee that the funds of the society amounted to \$27,476.72.

The following resolution was adopted.

Resolved, that the thanks of this society be tendered by the secretary to Capt. Micajah Lunt our late president, for the able, courteous, and impartial manner in which for a long period of years he has presided over the meetings of the society.

OBITUARY.

Capt. William Nichols, the oldest member of this society, departed this life on the 12th of February, at the age of 82 years. He was born July 1, 1781, admitted a member Nov. 28, 1811. He was buried on the south west side of the city burial grounds, 23 members of the society attending his funeral.

OBITUARY.

Capt. Charles Hale died in London, Jan. 20, 1862, aged 36 years.

Capt. Nathaniel Hale, his brother, died in London, Jan. 6, 1863, aged 40.

Feb. 26, 1863, voted, that we recommend the finance committee to sell the Eastern railroad stock now owned by the society, if in their opinion the proceeds can be re-invested to the advantage of the society.

Capt. Lawrence W. Brown was proposed for membership by Capt. Jere Lunt.

Capt. James K. Pritchard was proposed for membership by Capt. Charles B. Stevens.

Voted, that the secretary be authorized to expend a sum not exceeding fifteen dollars, in improvements in the upper hall.

May 28, 1863, the question of selling the Eastern railroad stock belonging to the society being under discussion, Capt. Spring

moved that the stock be sold at auction and the proceeds invested in what are termed U. S. 5-20s.

Capt. Osgood moved a division of the question. The motion of Capt. Osgood's was lost, 13 members being opposed to a division.

It was then voted, that the Eastern railroad stock be sold by the finance committee and the proceeds be invested in the government bonds termed the five twenty bonds.

Capt. Richard Pettingell was proposed for membership by Capt. George Lunt.

Capt. William Reed was proposed by Capt. Charles M. Bayley.

Capt. William H. Swap was proposed by Capt. Stephen P. Bray.

Capt. John E. Brown was proposed for membership by Capt. Charles B. Stevens.

Capt. William Le Crow gave notice that he should move an amendment of the bye-laws at the annual meeting so that members shall be excused from fines for non-attendance at funerals.

Aug. 27, 1863, Capt. James W. Elliott was proposed for membership by Capt. B. C. Emerton.

Nov. 26, 1863, officers elected:

Capt. Giles P. Stone, President.

Capt. Mark Symonds, Vice President.

Capt. William Graves, Treasurer.

Capt. Nathaniel S. Osgood, Secretary.

The following were admitted as members:

Captains George L. Rogers, Lawrence W. Brown, James K. Pritchard, Richard Pettingell, William Reed, W. H. Swap, John E. Brown, James W. Elliott.

Finance committee:

Capt. Isaac A. Bray,
Capt. Robert T. Nowell,
Capt. D. R. Le Crow,
Capt. Nicholas Varina,
Capt. George Lunt.

Relief committee:

Capt. Robert Couch,
Capt. Henry Cook,
Capt. Frederick Moore,
Capt. Stephen P. Bray,
Capt. George W. Hale.

Capt. William Le Crow made a motion to alter the bye-laws so that no person shall be liable for a fine for non-attendance at funerals. Twenty-eight members being present, 19 were opposed to the alteration and nine in favor.

Capt. Le Crow then gave notice that he should renew his motion at the next annual meeting.

The following persons were chosen a committee to take into consideration the propriety of increasing the admission fee and to report at the next meeting, Capts. Micajah Lunt, John H. Spring, W. H. Lunt, Alexander Graves, E. E. Hale.

Dec. 10, 1863, the finance committee reported that the funds of the society amounted to \$28,638.52.

The report of the relief committee recommending the sum of \$1130 be paid to the beneficiaries, was accepted.

The committee to whom was referred the question of increasing the admission fee, respectfully report, that in their opinion it should remain as heretofore, \$35. But inasmuch as the value of our currency is fluctuating and for the purpose of equalization, we recommend that the admission fee be required in gold or silver coin or its equivalent, and so with the sliding scale increasing the amount in case of members over 30 years of age as it now stands.

For the committee,

MICAJAH LUNT.

Capt. William Le Crow gave notice that at the next annual meeting he should move for expunging the last clause of the 13th article of the bye-laws, which reads as follows: "And no member, nor the widow or children of any deceased member shall be entitled to any annual pension unless such member has belonged to the society seven years at least, and during that time has complied with all the bye-laws and has not been disfranchised."

Aug. 25, 1864, a petition to the Governor and Council was read and also a letter from the pilots asking the society to recommend an increase of the pilotage at this port, and on motion of Capt. Charles M. Bayley, it was voted unanimously to recommend an increase of 30 per cent on the present rates.

The petition of Graten Martin to be recommended as a branch pilot was laid on the table.

Nov. 24, 1864, officers elected:

Capt. Giles P. Stone, President.

Capt. Mark Symonds, Vice President.

Capt. William Graves, Treasurer.

Capt. Nathaniel S. Osgood, Secretary.

Finance committee:

Capt. Isaac A. Bray,

Capt. Nicholas Varina,

Capt. George Lunt,

Capt. Edmund Pike,

Capt. Robert Bayley.

Relief committee:

Capt. Henry Cook,

Capt. Fred Moore,

Capt. George W. Hale,

Capt. Moses J. Mulliken,

Capt. Joseph Hoyt.

Capt. Edmund J. Pike was admitted a member.

Capt. Osgood (in accordance with notice previously given) called for a vote on the question of a supplementary by-law defining the manner in which a special meeting may be called, and the following by-law was passed by a vote of 29 to 6 in the negative.

"The president is authorized to call a special meeting on the petition of 10 members, giving three days notice in the Newburyport Herald, and the same fines and penalties shall be collected on all absentees from said meeting as at other meetings."

Capt. John N. Pritchard was proposed for membership by Capt. Edmund S. Raynes.

The finance committee reported that the funds of the society amounted to \$30,262.91.

The report of the relief committee recommending the sum of \$1617 be paid to the beneficiaries, was accepted.

OBITUARY.

Capt. John T. Bayley died at home at 10 p. m., Dec. 20, 1864, and was buried at Oak Hill cemetery on the 23 inst. Twenty-five members of the society attended his funeral.

Capt. Andrew W. Miltimore died Jan. 16, 1865, and was buried

in the Belleville cemetery, Jan. 18, aged 73 years, 6 months. Twelve members of the society attended his funeral.

Capt. Micajah Lunt, Jr., departed this life Jan. 18, 1865, aged 32 years, and was buried at Oak Hill cemetery.

Feb. 23, 1865, it was voted that the thanks of this society be presented to Capt. John Simpson, and to Capt. Thomas Mackinney for valuable contributions to the society's collection of curiosities.

Aug. 31, 1865, Capt. William H. Bayley was proposed for membership, by his father, Capt. Robert Bayley.

OBITUARY.

On Thursday, the 22nd of December, 1864, Capt. James K. Pritchard was washed overboard from the decks of the ship Elcano on her passage from Boston to Calcutta.

Capt. William Le Craw died Sept. 26, 1865, aged 69 years, 9 months, 3 days, and was buried at Oak Hill cemetery.

Capt. Thomas Pritchard died Nov. 2, 1865, aged 54 years, 10 months, and was buried at Oak Hill cemetery Nov. 6. Twenty-six members of the society attended his funeral.

Nov. 30, 1865, annual meeting. Election of officers:

Capt. Giles P. Stone, President.

Capt. Mark Symonds, Vice President.

Capt. William Graves, Treasurer.

Capt. Nathaniel S. Osgood, Secretary.

Finance committee:

Capt. Isaac A. Bray,

Capt. Nicholas Varina,

Capt. Edmund Pike,

Capt. Robert Bayley,

Capt. John H. Spring.

Relief committee:

Capt. Frederick Moore,

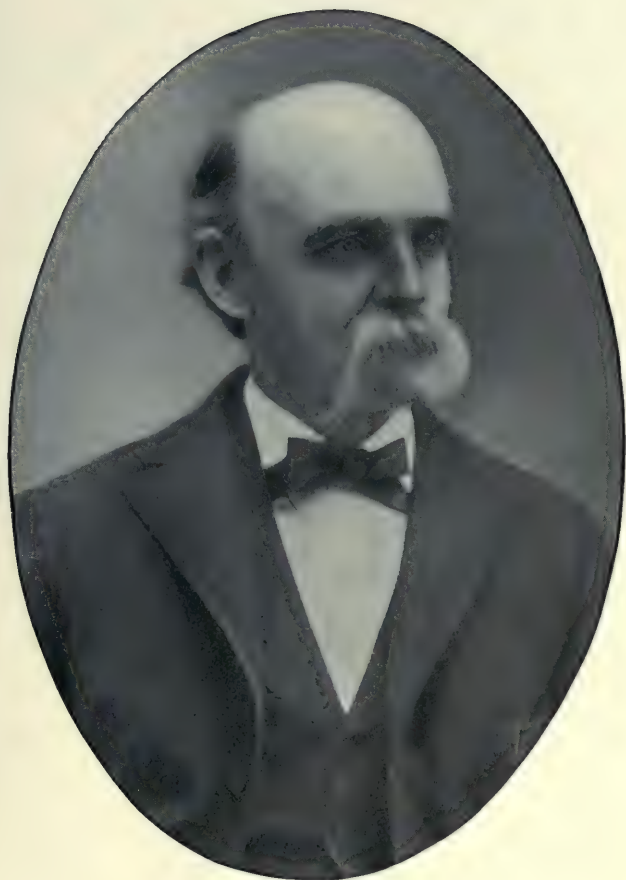
Capt. Moses J. Mulliken,

Capt. Joseph Hoyt,

Capt. David P. Page,

Capt. Samuel W. Pike.

Voted, that Capt. William H. Bayley and Capt. John N. Pritchard be admitted as members.



CAPT. WILLIAM H. BAYLEY,
SECRETARY.

Dec. 14, 1865, the finance committee reported that the funds of the society amounted to \$31,754.15.

The report of the relief committee recommending that the sum of \$1533 be paid to the beneficiaries, was accepted.

On motion of Capt. Isaac Bray, it was voted to reconsider the vote by which the admission fee was fixed at \$35.

Capt. Bray then moved that the admission fee be \$40.

Capt. M. Lunt moved an amendment, making it \$50, which did not prevail.

It was then voted that the three last members admitted be required to pay \$40 admission fee with the sliding scale.

Capt. Joseph A. Janvrin was proposed for membership by Capt. George W. Hale.

Feb. 22, 1866, voted, that the president and secretary be a committee to petition the next legislature for an amendment of the charter so far as relates to the income on personal or real estate, it being now limited to £800, that it may read \$10,000.

Jan 13, 1866, Capt. W. H. Bayley paid his admission fee, \$40.

May 31, 1866, Capt. John N. Pritchard paid his admission fee, \$40.

Aug. 30, 1866, Capt. Mark Symonds gave notice that he should at the annual meeting move for an amendment of the by-laws, that all regular meetings of the society be called to order at 7 o'clock, except that of May.

OBITUARY.

Capt. Samuel Goodhue fell overboard in the night from the Fall River steamer in Long Island Sound, Oct. 10, 1866, and was drowned.

Nov. 29, 1866, annual meeting. Officers elected:

Capt. Giles P. Stone, President.

Capt. Mark Symonds, Vice President.

Capt. William Graves, Treasurer.

Capt. Nathaniel S. Osgood, Secretary.

Finance committee:

Capt. John H. Spring,

Capt. Robert Bayley,

Capt. Edmund Pike,

Capt. Nicholas Varina,

Capt. Benjamin P. Dow.

Relief committee :

Capt. Joseph C. Hoyt,
Capt. Moses J. Mulliken,
Capt. Charles E. Bayley,
Capt. Henry M. Spring,
Capt. Alexander Graves.

Voted, that the admission fee be \$40 currency with the sliding scale of one dollar for every year over thirty in the age of the candidate.

Capt. Joseph A. Janvrin was admitted a member.

The motion of Capt. Mark Symonds was called up by Capt. Spring, and it was voted to pass it over to the next annual meeting.

Voted, that Capt. Micajah Lunt be requested to restore to Capt. Jere Lunt his warrant as a branch pilot, and that Capt. Jere Lunt resume his duties as a pilot with the full approbation of this society.

Voted, that Capt. N. S. Osgood and Capt. C. M. Bayley be a committee to draw up a petition to the lighthouse board, praying for an alteration of the lights so that they may be a better guide to vessels running for this harbor in the night.

Dec. 13, 1866, voted, that this society recommend and approve Capt. Jere Lunt to the Governor and the Honorable Council of the state of Massachusetts, and request them to commission him as a full branch pilot for this port, and we also approve of Capt. Henry Cook and Edward W. Lunt as his bondsmen or sureties.

The finance committee reported that the funds of the society amounted to \$32,921.06.

The report of the relief committee recommending that the sum of \$1095 be paid to the beneficiaries, was accepted.

Capt. Joseph D. Small was proposed for membership by Capt. Charles M. Bayley.

Whereas a petition of the principal merchants of this city calling the attention of the light house board to the improvement of the lights at the entrance of this harbor having been read, it was unanimously resolved, that we approve of the same and recommend it to the special notice of the lighthouse board at Washington.



CAPT. JOSEPH A. JANVRIN.

LIBRARY OF
CALIFORNIA

OBITUARY.

Capt. Mark Symonds, vice president of the society, born Dec. 6, 1790, died Jan. 4, 1867, aged 76 years, and was buried Jan. 8, at Oak Hill Cemetery, 20 members of this society attending his funeral.

Feb. 28, 1867, the committee appointed to procure an act of the legislature authorizing this society to hold larger funds, made their report and read the act of the legislature empowering the society to hold real and personal estate to the amount of one hundred thousand dollars as follows:

Commonwealth of Massachusetts.

In the Year 1867.

An Act concerning the Marine Society at Newburyport.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by authority of the same, as follows:

Section 1. The Marine Society at Newburyport is hereby authorized to hold real and personal estate to an amount not exceeding one hundred thousand dollars.

Section 2. So much of the act incorporating said Society, being Chapter VIII of the Acts of the year 1777, as authorized said Society to hold real and personal estate, the rents and interests of which shall not exceed eight hundred pounds per annum, is hereby repealed.

House of Representatives, Jan. 28, 1867.

Passed to be enacted.

JAMES M. STONE. Speaker.

In Senate, Jan. 30, 1867.

Passed to be enacted.

JOSEPH A. POND, President.

February 1, 1867. Approved:

ALEX. H. BULLOCK.

Secretary's Department, Boston, Feb. 23, 1867.

A true copy. Attest:

OLIVER WARNER,

Secretary of the Commonwealth.

May 30, 1867, the president read the following letters from John N. Pike, trustee:

Newburyport, April 1, 1867.

In the will of Capt. Mark Symonds is the following legacy.

And at her decease (i. e. Miss Charlotte W. Symonds) to pay two thousand dollars to the Marine Society of Newburyport.

Very truly yours,

JOHN N. PIKE, Trustee.

To the Marine Society of Newburyport.

To the Officers and Members of the Marine Society of Newburyport:
Gentlemen:—

The legacy tax on the legacy left you by the will of Capt. Mark Symonds is \$33.72. This is the only tax on the same, so that at the decease of Miss Charlotte W. Symonds, the amount of \$2000 becomes yours without any conditions or further limitation.

Yours truly,

JOHN N. PIKE, Executor.

On motion it was voted that the treasurer pay the above sum \$33.72, from the funds in his hands.

The president read a letter addressed to the Governor of the Commonwealth of Massachusetts signed by Charles S. Lunt, and a petition to the Governor of the Commonwealth, signed by 27 merchants and citizens of Newburyport, praying that said Charles S. Lunt may be appointed a pilot for the port of Newburyport.

The president stated that these documents had been handed to him with a request that they should be endorsed with the approbation of the Marine Society.

On motion of Capt. Osgood, it was voted that the papers be laid on the table for action at the next meeting in August.

Aug. 29, 1867, the subject of appointing Charles S. Lunt as a branch pilot was taken from the table, and on motion of Capt. Osgood the matter was indefinitely postponed.

The secretary stated that he had called on Capt. John E. Brown to pay his entrance fees and that Capt. Brown informed him that he had never authorized any one to propose him as a candidate, and if he was a member he would ask the society to allow him to resign. On motion the society voted to accept the resignation of Capt. Brown.

Capt. Charles Marsh died July 18, 1867, aged 67 years, and was buried at Oak Hill Cemetery. The weathr being very stormy, the society did not attend his funeral.

Capt. George Coffin died at Jamaica Plains, March, 1867.

Nov. 28, 1867, annual meeting. Officers elected:

Capt. N. S. Osgood, by the president, tendered his resignation as secretary on account of ill health, and on so doing he desired to thank the members for their uniform kindness and forbearance towards him during the term he had served them as secretary.

The president called for a nomination for secretary pro tem and Capt. Charles E. Bayley was nominated and chosen.

Officers elected:

Capt. Giles P. Stone, President.
Capt. William Graves, Vice President.
Capt. George Lunt, Treasurer.
Capt. Charles E. Bayley, Secretary.

Finance committee:

Capt. John H. Spring,
Capt. Robert Bayley,
Capt. Edmund Pike,
Capt. Nicholas Varina,
Capt. Stephen P. Bray.

Relief committee:

Capt. Joseph Hoyt,
Capt. M. J. Mulliken,
Capt. S. W. Pike,
Capt. D. P. Page,
Capt. George W. Hale.

Capt. George Lunt made the following motion, which was seconded by several members, viz: that a vote of thanks be tendered to Capt. N. S. Osgood for the able, prompt and courteous manner in which he has discharged the duties of secretary of the society for a period of nearly 20 years. That in accepting his resignation as secretary, we deeply regret to learn of his severe illness, and tender him our heartfelt sympathy and sincere desire for his speedy recovery, that we may again enjoy his genial presence and pleasant intercourse in our midst. That his motion may be recorded in the records of the society, and that the secretary be instructed to furnish Capt. Osgood with a copy of the same. Passed by a unanimous vote.

Voted, that the chair appoint a committee whose duty it shall be to attend to the Museum of the society. The chair appointed Captains John Simpson, Alexander Graves, Nicholas Varina, Joseph Hoyt.

Capt. Joseph D. Small was admitted a member.

Dec. 12, 1867, the finance committee reported that the funds of the society amounted to \$34,170.60.

The report of the relief committee recommending the sum of \$1652 be paid to the beneficiaries, was accepted.

It was moved by Capt. C. M. Bayley, that the society have a library built in a suitable place to hold the books and charts belonging to the society, and the chair appointed Captains William Graves, John Simpson, Charles M. Bayley.

Feb. 27, 1868, Capt. Thomas McKenney made the following motion, seconded by Capt. George W. Hale. "This room to be used as a reading room for the members of this society for a term of three months, all the expenses to be borne by those members who habitually use the room for that purpose. The room not to be kept open after 6 o'clock p. m."

This motion caused some discussion which was entered into by Capt. McKenney and Capt. Varina in its favor and Capt. Os-good and Capt. C. M. Bayley against it.

Capt. Jacob B. Brown moved an amendment to have the subject postponed until the next annual meeting, which was lost by a yea and nay vote, there being 21 nays to 4 yeas. The original motion was finally carried by a vote of 12 in the affirmative to 8 in the negative.

OBITUARY.

Capt. William H. Shoof died at home Aug. 28, 1868, after a very long and painful illness, and was buried at Oak Hill Cemetery. Seventeen members of the society attended his funeral.

Capt. Henry M. Graves died in Calcutta, Aug. 27, 1868, aged 50 years.

Nov. 26, 1868, annual meeting. Officers chosen:

Capt. Giles P. Stone, President.

Capt. William Graves, Vice President.

Capt. George Lunt, Treasurer.

Capt. Charles E. Bayley, Secretary.

Finance committee:

Capt. John H. Spring,

Capt. Robert Bayley,

Capt. Edmund Pike,

Capt. Nicholas Varina,

Capt. S. P. Bray.

Relief committee:

Capt. Joseph C. Hoyt,

Capt. M. J. Mulliken,

Capt. S. B. Pike,

Capt. W. H. Lunt,

Capt. Edward Graves.

On motion, it was voted, that the committee appointed to look after the Museum be discharged from any further duty.

On motion of Capt. Thomas C. Simpson, seconded by Capt. Robert Couch, that Capt. John Simpson be appointed superintendent of the building, rooms and contents belonging to this society. Voted unanimously in the affirmative.

It was moved by Capt. William Graves that a committee be appointed to fix the duties and salary of the superintendent, and the Chair appointed Capts. William Graves, C. M. Bayley, T. C. Simpson, W. H. Lunt

Dec. 10, 1868, the finance committee reported that the funds of the society amounted to \$35,239.62.

The report of the relief committee recommending that the sum of \$1270 be paid to the beneficiaries, was accepted.

Report of committee on duties and salary of superintendent:

Hall of the Marine Society, Dec. 10, 1868.

The undersigned appointed a committee to consider and report upon the duties and salary of the superintendent, appointed at the annual meeting, have given the subject their attention and submit the following report.

The duty of the superintendent in the judgment of your committee, should be to have a general care and oversight of the rooms of the society, to keep the same at all times neat and in order, and to build fires when required for the meetings of the members. To see that the Museum is kept from dust, and that the articles therein are suitably arranged and properly labeled, and that the books, charts, etc., of the society are kept in place, and generally to do all the duties of a janitor.

Your committee recommend that the salary of the superintendent for the current year be fixed at \$200.

Respectfully submitted,

WILLIAM GRAVES,
CHARLES M. BAYLEY,
T. C. SIMPSON,
W. H. LUNT,

Committee.

The report of the committee was unanimously accepted and adopted.

Feb. 25, 1869, a petition signed by merchants and citizens of Newburyport was read, praying that Charles S. Lunt be appointed a branch pilot for the port of Newburyport, also a remonstrance signed by five of the present pilots in opposition to said petition.

After some discussion, a committee was chosen consisting of Capt. William Graves, Robert Couch, Thomas McKinney, to enquire into the necessity or expediency of appointing further pilots, and to this committee was referred the petition of Charles S. Lunt and the remonstrance of the present pilots, to be reported on in four weeks from this evening at a special meeting to be called for that purpose.

A communication was read from Mr. S. W. Haynes, requesting the endorsement of this society to his petition for the office of light keeper, which was laid on the table.

Capt. Robert Pendar was proposed for membership by Capt. Charles M. Bayley.

Capt. N. S. Osgood moved that a committee be appointed to procure a new stamp or seal for the society, and he was appointed a committee with full powers.

It was voted on motion of Capt. William Graves, that the superintendent have discretionary power in the matter of arranging articles, etc., in the Museum, subject to the approval of the president and secretary.

March 25, 1869, the report of the committee appointed to consider the matter of the necessity or expediency of appointing further pilots, was read, and on motion of Capt. N. S. Osgood, seconded by Capt. George Lunt, was unanimously accepted and adopted.

Voted, on motion of Capt. N. S. Osgood, that it is inexpedient for the society to take any action upon the petition of I. H. Boardman and others asking the approbation of Capt. Charles S. Lunt as a branch pilot for the port of Newburyport.

A petition signed by five of the branch pilots of Newburyport was read by the treasurer, asking that a committee be appointed from this society who shall have an oversight of the business of the pilots and to whom shall be referred all matters of disputes or differences.

After some remarks by Capt. N. S. Osgood, Capt. C. M. Bayley, Capt. N. Varina, Capt. William Graves, on motion of Capt. N. Varina, seconded by Capt. McKinney, it was voted unanimous-

ly that a committee of five be chosen in accordance with the request of the pilots, and that an obligation be drawn up by them to be signed by all the pilots.

Captains George Lunt, N. S. Osgood, S. P. Bray, T. C. Simpson, Thomas McKinney were unanimously chosen as that committee.

Capt. Isaac N. Colby was proposed for membership by Capt. Albert Cheever.

OBITUARY.

Capt. Benjamin P. Dow died in San Francisco, Cal., April 17, 1869, aged 58 years.

Capt. Alexander Graves died at home, May 17, 1869, aged 46 years and was buried at Oak Hill Cemetery. Twenty-two members of the society attended his funeral.

May 27, 1869, Capt. N. S. Osgood for the pilots committee submitted a verbal report of their doings since the last meeting, and read the correspondence passed between them and the pilots, interspersing the reading with pointed and characteristic remarks.

Voted unanimously, on motion of Capt. Varina, seconded by Capt. William Graves, that the society accept and approve the doings of the pilots committee so far as they have gone.

Capt. Eben Bradbury was proposed for membership by Capt. S. P. Bray.

Aug. 26, 1869, it was voted on motion of Capt. Varina, that the matter of recommending Capt. Robinson of the tug boat "Thurlow Weed" to be appointed an up river pilot be referred to the committee on pilots to be reported upon at the next regular meeting.

Capt. James Frank Tilton was proposed for membership by Capt. S. P. Bray.

OBITUARY.

Capt. Samuel Nichols, at the time of his death, the oldest member of this society, both in points of years and time of membership, departed this life the 4th day of Oct. 1869, aged 86 years, and was buried at Oak Hill Cemetery.

Nov. 25, 1869, annual meeting. Officers elected:

Capt. Giles P. Stone, President.

Capt. William Graves, Vice President.

Capt. George Lunt, Treasurer.

Capt. Charles E. Bayley, Secretary.

Finance committee :

Capt. Robert Bayley,
Capt. Edmund Pike,
Capt. Nicholas Varina,
Capt. S. P. Bray,
Capt. Joseph C. Hoyt.

Relief committee :

Capt. Samuel B. Pike,
Capt. George Pierce,
Capt. David P. Page,
Capt. George W. Hale,
Capt. Jere Lunt.

Capt. John Simpson was re-elected for superintendent for the year ensuing with the same compensation and duties as last year. On motion afterwards of Capt. McKinney, it was voted, that the salary of superintendent be increased \$50, thereby making his salary \$250. The vote was unanimous.

A communication was read from Mr. N. B. Lake claiming damages for goods injured in his store by leakage of the back part of the building, which was referred to the finance committee to be reported upon at the adjourned meeting.

Capt. George T. Avery was proposed for membership by Capt. Charles T. Smith.

Committee on affairs of pilots :

Capt. George Lunt,
Capt. N. S. Osgood,
Capt. S. P. Bray,
Capt. T. C. Simpson,
Capt. Thomas McKinney.

Voted, that the rooms of the society be kept open and warmed at the expense of the society, every day, except Sunday, during the coming winter.

Dec. 9, 1869, the finance committee reported that the funds of the society amounted to \$36,189.11.

The report of the relief committee recommending that the sum of \$1778 be paid to the beneficiaries, was accepted.

Voted, that the secretary prepare and have printed a paper blank on which the society can return its thanks for articles contributed to the Museum, the blank to be signed by the president and secretary, and sealed with the seal of the society.

Capt. Jere Lunt, in behalf of the pilots of Newburyport, returned their thanks for the able and impartial manner in which the affairs of the pilots have been conducted by the committee appointed for that purpose by this society.

Feb. 24, 1870, a petition from the merchants of this city in favor of the recommendation of E. Thurlow to be a branch pilot for this port was presented, and after discussion it was voted to indefinitely postpone the matter.

A remonstrance from the pilots was received and placed on file.

OBITUARY.

Capt. Isaac N. Bray died April 16, 1870, and was buried at Oak Hill Cemetery, April 20, aged 60 years. Twenty-nine members of the society attended his funeral.

Capt. Robert Nowell died in Liverpool, May 14, 1870, aged 51 years.

May 26, 1870, in the absence of the chairman of the finance committee, Capt. Varina of that committee submitted a majority report on the matter of damage to be allowed to Mr. N. B. Lake to the following effect viz: that Mr. Lake be allowed \$50 as compensation for damage to goods.

Capt. McKinney asked if the committee was pledged to Mr. Lake in any sum, and moved and seconded by Capt. Osgood that the amount be reduced to \$25. Motion lost. After discussion by several members the report of the committee was accepted and adopted, 13 yeas, 5 nays.

Capt. George L. Rogers called the attention of the society to the condition of a worthy member, Capt. Charles B. Stevens, he being in very poor condition of health and needing the assistance of the society.

Capt. Varina moved that he be placed upon the list of annual pensioners and to receive pro rata the sum now paid to them from this date to the time of the next annual meeting.

An amendment was offered by Capt. Couch that he should receive a sum equal in amount to the largest now on the pension list.

Capt. Rogers offered a further amendment, that the sum of \$50 be added to the previous amount making it equal to \$176, which amendment he afterwards withdrew, and the motion of Capt.

Varina that he receive \$90 with the added 40 per cent was carried by an unanimous vote.

A petition from the merchants and others of this city was presented by Capt. Osgood in favor of the recommendation of E. Thurlow to the Governor and Council as a suitable person to hold a commission as a branch pilot for this port.

On motion of Capt. Varina, seconded by Capt. Osgood it was voted that Capt. Edward Thurlow be recommended by this society to the Governor and Council as a person in every way qualified to hold a commission as a branch pilot for the port of Newburyport, 10 to 6.

Capt. Charles M. Bayley moved that the name of Capt. William Reed be before the society as a candidate for recommendation for a commission as a branch pilot, to be acted upon at the next annual meeting.

Capt. William Graves presented a loaf of cake won by the Marine Society at the "Old Ladies" fair.

It was voted that the society fully appreciate the compliment paid to it by those whose votes secured for it the loaf of cake presented this evening by Capt. Graves.

Voted, that Capt. John Simpson cut that cake up tomorrow morning and distribute it to the members present at this meeting.

Capt. Lawrence W. Brown proposed the name of Capt. George P. Spalding for membership.

Aug. 25, 1870, the president called the attention of the meeting to the condition of the sidewalk in front of the society's building, stating that the owners of the neighboring property were about substituting bricks for the flags now in use, which have become much broken, and asking what action the society will take in the matter.

Voted, that we concur with our neighbors in the matter of substituting bricks for the flags now in use in front of the hall, and that the supervision of the work be entrusted to the finance committee.

Capt. Charles E. Bayley proposed the name of Capt. Asa Pearl as a candidate for membership.

Nov. 24, 1870, annual meeting. Officers elected:

Capt. Giles P. Stone, President.

Capt. William Graves, Vice President.

Capt. George Lunt, Treasurer.

Capt. Charles E. Bayley, Secretary.

Finance committee :

Capt. Robert Bayley,
Capt. Edmund Pike,
Capt. N. Varina,
Capt. S. P. Bray
Capt. Joseph C. Hoyt.

Relief committee :

Capt. S. B. Pike,
Capt. George Pierce,
Capt. D. P. Page,
Capt. Jere Lunt,
Capt. Edward Graves.

Capt. William Graves in behalf of the pilots of this port, tendered their thanks to the gentlemen composing the committee on "Affairs of Pilots," with the request from them that the same persons be appointed to serve as that committee, and the following were appointed:

Affairs of Pilots :

Capt. George Lunt,
Capt. N. S. Osgood,
Capt. S. P. Bray,
Capt. T. C. Simpson,
Capt. Thomas McKinney.

Capt. John Simpson was elected superintendent with a salary of \$300.

Voted, that Captains George F. Avery, George P. Spalding, Asa Pearl, be recorded as members of this society.

Dec. 8, 1870, the finance committee reported that the funds of the society amounted to \$37,406.70.

The report of the relief committee recommending that the sum of \$1778 be paid to the beneficiaries, be accepted.

The matter of Capt. William Reed, brought up from the May meeting, on motion of Capt. Osgood, was laid upon the table.

March 4, 1871, special meeting.

The president stated the object of calling the meeting which was to give the president and treasurer the power to exchange quit claim deeds with the owners of the property next above to a portion of the entry way between the two properties, which is now held in common as no such power is vested according to the by-

laws in any of the officers or committees, and a vote of the society was necessary to legalize the transaction. The deed was then read and on motion of Capt. C. M. Bayley, seconded by several, it was voted that the quit claim deed just read by the president, be exchanged with the owners of the property next above for a similar one from them, and that the president and treasurer be empowered to sign it in behalf of the society.

A letter was read from Mrs. M. B. Macy, and it was voted that it be laid over until the regular meeting.

May 25, 1871, the communication from Mrs. Mary B. Macy, which was laid over from the special meeting, was read by the president and laid before the society for action.

Voted, that the sum of \$35 with the addition of 40 per cent be appropriated for the assistance of the children of the late Capt. Charles Hale. Vote was unanimous.

Nov. 30, 1871, annual meeting. Election of officers:

Capt. Giles P. Stone, President.

Capt. William Graves, Vice President.

Capt. George Lunt, Treasurer.

Capt. Charles E. Bayley, Secretary.

Fiancee committee:

Capt. Robert Bayley,

Capt. N. Varina,

Capt. S. P. Bray,

Capt. Joseph Hoyt,

Capt. N. S. Osgood.

Relief committee:

Capt. George Pierce,

Capt. Charles T. Smith,

Capt. E. E. Hale,

Capt. R. Pettingell,

Capt. W. H. Bayley.

Capt. John Simpson was elected superintendent of the hall with a salary of \$300.

On motion of Capt. Osgood, it was voted that the superintendent be instructed to have a new covering put upon the table in the hall and the treasurer be authorized to pay the bill.

Dec. 14, 1871, the finance committee reported that the funds of the society amounted to \$38,068.93.

The relief committee report recommending that the sum of \$1804 be paid to the beneficiaries, was accepted.

Voted, that Capt. Charles B. Stevens be remitted all fines and dues now charged against him, and that he be excused from paying any in the future.

Capt. N. S. Osgood offered some highly interesting and instructing remarks upon the report of the finance committee calling the attention of the younger members to the largeness of the amount of the fund of the society in comparison with what it was when he became a member some forty-two years ago, and that this increase was in a great measure due to the financial ability and good judgment of the gentlemen who have at various times served the society as members of the financial committee.

OBITUARY.

Capt. Frederick W. Carter died at Bordeaux, France, Oct. 6, 1871, aged 59 years.

Feb. 29, 1872, in consequence of some remarks by Capt. N. S. Osgood in regard to the law whereby charitable institutions are taxed, on motion of Capt. N. Varina, seconded by others, it was voted that the secretary be instructed to draw up a petition to the legislature asking for a repeal of or modification in the law whereby charitable institutions are taxed, and that the petition be signed by all the members of the society and presented to the legislature by our representative, Hon. William Cushing.

May 30, 1872, on motion of Capt. Varina, the following gentlemen were appointed a committee to report at the next meeting upon the matter of a celebration of the forthcoming centennial of the society, viz: Captains N. Varina, S. P. Bray, N. S. Osgood, Albert Cheever, David P. Page.

On motion of Capt. Varina, a committee consisting of Capt. George Pierce, Capt. William H. Bayley, Capt. Charles T. Smith, Capt. Richard Pettingell, and Capt. J. C. Hoyt, were appointed to attend to the subject of procuring the photographs of all the past and present members of the society and report at the next meeting.

Capt. Charles A. Chase and Capt. William I. Burnham were proposed for membership by Capt. Jere Lunt.

OBITUARY.

Capt. George L. Rogers died at home, March 28, 1872, aged 65 years, and was buried at Oak Hill Cemetery, 22 members of the society attending his funeral.

Aug. 29, 1872, the report of the committee on the celebration of the coming centennial was read and accepted, afterwards amended and adopted as amended.

It was voted that the committee of managements consist of the same committee chosen at the last meeting, with the addition of the secretary and treasurer and that Capt. N. S. Osgood be the chairman of the committee.

On motion of Capt. Varina, seconded by Capt. McKinney, it was voted that the funds necessary to carry into effect the report of the committee on the celebration of the centennial be drawn from the treasury of the society.

Report of the committee on Centennial Celebration:

Newburyport, Aug. 29, 1872.

The committee chosen at the last meeting, May 30th, to consider the propriety of celebrating the one hundredth anniversary of the Newburyport Marine Society, would recommend that the members and their wives and children be invited to a dinner and an evening entertainment to come off on the 5th of November next ensuing. The committee suppose the number of members that will attend will be 50, the wives of members and past members 50, and the children of present and past members 50, making a total of 150 persons.

Respectfully submitted,

N. VARINA,
ALBERT CHEEVER,
S. P. BRAY,
DAVID P. PAGE,
N. S. OSGOOD,

Committee.

Amended on motion of Capt. N. S. Osgood by omitting the children from the dinner and inviting them to an entertainment in the evening.

The committee chosen at the last meeting to enquire into the matter of procuring the photographs of the past and present members of the society, made a verbal report which was accepted and adopted to the effect, that about 48 pictures of past members

and about 78 of present members could be procured and that they could be furnished, framed and completed for about \$125.

It was voted on motion of Capt. Varina, that the same committee be empowered to carry the report into effect, the necessary funds to do so to be drawn from the treasury of the society. The chairman of the committee, Capt. George Pierce declined serving further on the committee and Capt. Thomas McKinney was chosen in his stead. Capt. John Simpson was also added to the committee.

A petition addressed to the committee on pilots signed by various citizens and approbated by three of said committee asking for the recommendation to the Governor and Council of William Reed, Samuel S. Short, J. R. Thurlow, Benjamin Pettingell, William Perkins and S. S. Short, Jr., as suitable persons to hold commissions as branch pilots for this port was read.

On motion of Capt. C. M. Bayley, it was voted that the pilot committee retire and select three names from those mentioned in the petition, and they selected William Reed, J. R. Thurlow and Benjamin Pettingell to be recommended to the Governor and Council, which selection was approved by a unanimous vote.

Capt. C. M. Bayley proposed as a candidate, Capt. J. N. Hughes.

Capt. S. P. Bray proposed as a candidate, Capt. George L. Bray.

Capt. Jere Lunt proposed as a candidate, Capt. George W. Knight.

During a discussion of the question whether or not a person not a resident of Newburyport or vicinity was eligible for membership, the president ruled that according to the bye-laws of the society it was not necessary for a candidate to be a resident of Newburyport or vicinity.

Exceptions being taken to the ruling on motion of Capt. Osgood, a vote was taken upon the subject and the ruling of the president was sustained by a unanimous vote.

Oct. 10, 1872, on motion of Capt. Varina, seconded by several other members, it was voted that the votes passed at the last meeting in relation to the celebration of the coming centennial be reconsidered, 18 yeas 6 nays.

It was voted on motion of Capt. Couch, seconded by others that a dinner be provided for the members only, and an evening

entertainment for the members with their wives and children over ten years of age, also the widows and children of deceased members, and that no invitation be extended to any person not included in those specified above, 14 years, 4 days.

Voted, that the centennial committee have full powers to provide the dinner and the evening entertainment.

Voted unanimously, that the celebration be held on the 13th of November, proximo.

Captains George Lunt and S. P. Bray were excused at their own request from serving any further on the celebration committee, and Capt. Robert Couch and Capt. Joseph C. Hoyt were elected in their stead.

Voted, that the centennial committee be authorized to draw upon the treasurer for the funds required to defray the expenses of the celebration, 20 years, 0 days.

Centennial Celebration, November 13, 1872.

In accordance with a vote of the society passed at the quarterly meeting in May and August and also the special meeting in October, the one hundredth anniversary of the institution of this society was celebrated in the following manner, Captains N. S. Osgood, N. Varina, Albert Cheever, Robert Couch, Joseph C. Hoyt, and Charles E. Bayley, constituting the committee of arrangements.

The society met at the Merrimac House in Newburyport at 3 o'clock p. m., and partook of a dinner at which were present the Hon. Caleb Cushing as invited guest and the following named members.

Capt. N. S. Osgood, Micajah Lunt, George Lunt, Giles P. Stone, John Simpson, Robert Bayley, C. M. Bayley, A. Knapp, William Graves, S. P. Bray, T. C. Simpson, Fred Moore, Robert Couch, N. Varina, George Pierce, Thomas McKinney, Charles E. Bayley, E. E. Hale, J. B. Brown, D. P. Page, R. Pettingell, William Reed, William H. Bayley, Joseph A. Janvrin, J. F. Tilton, George W. Hale, Albert Cheever, Charles T. Smith, George W. Knight, Jere Lunt, Joseph C. Hoyt, Charles E. Coker, E. J. Pike, J. N. Pritchard, R. B. Pender.

The blessing being invoked by the chaplain, Capt. Robert Bayley, the president read an address containing a concise history of the society commencing at its foundation and tracing its progress to the present time (a copy of which is filed with other docu-

ments and papers pertaining to the celebration) after which the company proceeded to the discussion of the "wants of the inner man," the materials for which were provided in ample abundance and were done full justice to. The time was interspersed with toasts and remarks by the Hon. Caleb Cushing, N. S. Osgood, and other members until 5 o'clock, when the company broke up to meet again in the City Hall at 7.30 o'clock in the evening, where an entertainment was provided for the members with their families and the widows and children of deceased members.

The evening entertainment was quite fully attended and the time passed very pleasantly in social intercourse, dancing, and a visit to the refreshment room, which was kept up into the small hours when all separated with hearty good wishes for the welfare of the society, and trusting that its record for the next century will be in every way worthy of that which it has exhibited in the one just completed.

Nov. 28, 1872, annual meeting. Election of officers:

Capt. Giles P. Stone, President.

Capt. William Graves, Vice President.

Capt. George Lunt, Treasurer.

Capt. Charles E. Bayley, Secretary.

Finance committee:

Capt. Robert Bayley,

Capt. N. Varina,

Capt. S. P. Bray,

Capt. Joseph C. Hoyt,

Capt. N. S. Osgood.

Relief committee:

Capt. Fred Moore,

Capt. Charles T. Smith,

Capt. E. E. Hale,

Capt. R. Pettingell,

Capt. W. H. Bayley.

Capt. John Simpson was unanimously elected superintendent of rooms with a salary of \$300.

Voted, the admission fee be the same as last year, viz: forty dollars in currency with the addition of one dollar for every year over thirty in the age of the candidate, age to be reckoned at the time of application.

The centennial committee made a verbal report that the cost of the celebration was \$439.

The president read a communication from Capt. William H. Brown of New York in answer to an invitation to attend the centennial celebration, and it was voted that the thanks of this society be tendered to Capt. W. H. Brown for his generous donation of \$50 to cheer the Thanksgiving dinner of the widows and orphans of this society.

Voted, that Capt. William I. Burnham be admitted a member.

Voted, that Capt. Charles A. Chase be admitted a member.

Voted, that Capt. Joseph W. Hughes be admitted a member.

Voted, that Capt. George L. Bray be admitted a member.

Voted, that Capt. George W. Knight be admitted a member.

Voted, that the chair appoint a committee to obtain the printing of 125 copies of the Acts of incorporation and by-laws with marginal references and to contain all the amendments made since the last issue, and the chair appointed the secretary, Capt. S. P. Bray and Capt. Robert Couch.

Capt. Robert Bayley presented to the society in behalf of Capt. R. A. Bayley of Washington, D. C., an elaborate and costly roll of members, executed solely with the pen and containing the names of every member since the institution of the society, which was unanimously accepted, and it was voted that the thanks of the society be tendered to Capt. R. A. Bayley for the donation of a magnificent roll of membership, also that the vote be recorded upon the books of the society and a copy sent to Capt. Bayley.

A vote of thanks was tendered to the committee of arrangements for celebrating the centennial and the satisfactory manner in which the affair was conducted.

Capt. T. H. Boardman was proposed by Capt. T. C. Simpson.

Capt. Charles W. Reed was proposed by Capt. T. Mackinney.

Dec. 12, 1872, voted, that an additional insurance of \$1500 be effected upon the building of the society and \$1000 additional upon the furniture and other contents.

The finance committee reported that the funds of the society amounted to \$38,553.56.

The report of the relief committee recommending the sum of \$1685 be paid to the beneficiaries, was accepted.

Pilot committee chosen:

Capt. N. Varina,
Capt. Thomas Mackinney,
Capt. Fred Moore,
Capt. R. Pettingell,
Capt. Joseph C. Hoyt.

Voted, that the sureties on the bonds of William Reed, Joseph R. Thurlow and Benjamin Pettingell, lately commissioned as branch pilots for this port, be approved by the signatures of the president and secretary.

Newburyport Herald.

THURSDAY MORNING,

NOVEMBER 14, 1872.

ANNIVERSARY OF THE MARINE SOCIETY.

Wednesday was the one hundredth anniversary of the formation of the Newburyport Marine Society, and was celebrated by the members with a dinner at the Merrimac House and a ball in the evening at City Hall. On the 5th of November, 1772, Capts. Thomas Jones, William Wyer, Benjamin Rogers, Samuel Newhall, Michael Hodge and Edward Wigglesworth, met at the house of Capt. Rogers, where it was decided to form the society under the name of the "Marine Society of Newburyport." Accordingly the society was formally inaugurated on the 13th of the same month with 19 members at the first meeting.

Captains Thomas Jones, William Wyer, Benjamin Rogers, Samuel Newhall, Michael Hodge, Edward Wigglesworth, James Hudson, Jonathan Parsons, Jr., Henry Friend, David Coats, Joseph Noyes, William Coombs, Joseph Rowe, Thomas Thomas, William Friend, Joseph Newman, William P. Johnson, Anthony Knapp, Eleazer Johnson, Jr.

The first officers were:

Capt. James Hudson, Master.
Capt. Henry Friend, Deputy Master.
Capt. William Coombs, Treasurer.
Capt. Samuel Newhall, Clerk.

The society has increased and prospered ever since its formation and now numbers 74 members and has on its roll of members during its entire history the names of many honored citizens of

Newburyport and there is hardly a family of long standing here but is represented on the list.

Many of the sea captains have become merchants and settling here, have in a large measure made the prosperity of the city. The society has always been an influential body from the respectability of its members, their wealth and intelligence. The act of incorporation was granted in 1777 by the Legislature of Massachusetts, and in the preamble is expressed the objects for which the society exists, these are to improve the knowledge of this coast, by the several members upon their arrival from sea, communicating their observations, inwards and outwards, of the variation of the needle, soundings, courses, distances, and all other remarkable things about it in writing, to be lodged with the society for making the navigation more safe, and also to relieve one another and their families in poverty or other adverse accidents of life which they are more particularly liable to. These objects are important and the society has been useful both in the improvement of the knowledge of members and in the assistance of those who have fallen into distress.

Since its inauguration there have been 293 members, of whom 74 still survive. The names of all the members from the beginning to the present time with the data of their election are given in the roll book.

At the society's rooms on Wednesday, the centennial, the portraits of all the living members and as many of those who have passed away as could be obtained, were hung in a magnificent frame, six feet and four inches, by five feet, eight inches and costing upwards of two hundred dollars. There are 150 portraits all taken by Mr. Hiram P. Macintosh, photographer, many of them from life and others from paintings, and all highly creditable to the skill and taste of Mr. Macintosh.

The portraits are shown upon one piece of paper of the entire size of the frame, manufactured expressly for this purpose. In the four corners are the four present officers of the society, Giles P. Stone, President, William Graves, Vice President, Charles E. Bayley, Secretary, George Lunt, Treasurer. The glass plate covering the portraits cost upwards of \$50 and the whole forms a handsome ornament to the rooms and a fine memorial of those members whose portraits are there. The two members of longest standing are Capt. Nathaniel S. Osgood and Capt. Dennis Condry. The

dinner at the Merrimac House was the most exclusive public affair that ever took place in this city, 40 members sat down to dinner, viz:

Capts. Giles P. Stone, William Graves, George Lunt, Charles E. Bayley, N. S. Osgood, Micajah Lunt, Anthony Knapp, S. P. Bray, T. C. Simpson, John Simpson, Robert Bayley, Charles M. Bayley, Fred Moore, Robert Couch, N. Varina, George Pierce, George W. Hale, Albert Cheever, C. T. Smith, George W. Knight, Thomas Mackinney, Jere Lunt, Joseph C. Hoyt, Charles E. Coker, E. E. Hale, J. B. Brown, D. P. Page, R. Pettingell, William Reed, E. J. Pike, W. H. Bayley, John N. Pritchard, Joseph A. Janvrin, R. B. Pender, James F. Tilton and one guest only was invited, Hon. Caleb Cushing. Capt. Robert Bayley acted as chaplain. The President, Giles P. Stone, made a brief address. Hon. Caleb Cushing also spoke a few words. Capt. Nathaniel S. Osgood made the following historical address after the dinner:

Gentlemen:—The social gathering of tonight is to celebrate the one hundredth anniversary of the founding of the Marine Society of Newburyport and to promote by social intercourse the good feeling that has always existed among us. The organization of the society was no doubt prompted by the founding of a similar one in Salem the year previous, and their code of by-laws was in the main adopted by this society. As there are, no doubt, many members present who are not conversant with the early records, I have made a few extracts which with your permission I will read.

The main object of the society was to relieve one another and their families in poverty or other adverse accidents of life, which they are more particularly liable to. Although the charter says the principal end of said society being to improve the knowledge of this coast and for making the navigation more safe, I do not find by the records that they accomplished much. A committee was appointed to ascertain the exact position of Breaking Rock near the entrance of the harbor. In 1796 a committee was appointed to be very particular in the examination of a book of sailing directions by Capt. Furlong. It is not, I believe, generally known, that Capt. Furlong sold his book to Edmund M. Blunt. This was the original of what is now styled the "American Coast Pilot," by Edmund M. Blunt.

One hundred years ago 19 shipmasters paid a guinea each into

the box, signed by-laws, agreed to observe and maintain the same. The original by-laws have been several times amended or expunged to suit the spirit of the times. At first the expenses were to be paid out of the pockets of the members. They were required to break up at nine o'clock in winter and to meet monthly. If they made a successful voyage they were to put into the box 8 pence per month for the time absent. One of the by-laws forbids the playing of cards, dice or any other gaming, and to avoid all quarrels or needless debates that may tend to create animosity or disturb the good order, friendship and love that each member should bear to each other.

Article 13th says if any member should be a common drunkard, quarrelsome, or disturber of the peace and good order of the society, or be guilty of any other vice, a majority of the society may discharge him at their annual meeting and he shall be excluded from the benefit of the box unless he be reclaimed and again admitted to the society. If any member shall be guilty of profane swearing or cursing he shall pay into the box two shillings.

Article 3rd says that profound silence, order and decorum shall be strictly observed at the meetings, and but one member shall speak at a time.

In 1780 it was found necessary to revise the whole code of by-laws, and it was voted to pay eight pence hard money or eight dollars paper money monthly dues, thus a penny silver was equal to a dollar paper.

In the early years of the society the penalties for non-observance of the by-laws appear to have been vigorously exacted and the names of those marked expelled or disfranchised were mostly thus marked for non-observance or neglect of the same. I find that as late as 1830 the society petitions the legislature stating that originally the names of the first four officers of the society were entitled Master, Deputy Master, Treasurer and Clerk, and praying that the first four officers of the society may be called by the more republican and appropriate style and title of President, Vice President, Treasurer and Secretary, the members of the society acknowledging no master but the Supreme Ruler of the universe, to whom they bow with humility and reverence.

In the last century disputes often arose as to which society, the Marine Society or the Masons, were entitled to the right in funeral processions. It was compromised for awhile by granting

the right to that society of which the deceased had been longest a member.

Twenty gentlemen organized this society one hundred years ago tonight, and I am proud to say that their successors have been true to the trust bequeathed them in promoting the advancement and preservation of the society. The society seems to have abjured all aid from show, banners, music or regalia. We have never received a dollar from parties outside of the society with the exception of a bequest of Capt. Joseph P. Russell, a member of the society, of two thousand dollars. We have not, like kindred societies, a long record of donors to our funds, but all things considered, I think we have done well to have accumulated a fund as charged on our books of \$38,000, the market value is much more, and now gentlemen, what have been the results of this organization.

In the first place there can be no doubt that the influence of the society has operated for the individual good of the members, and from the commencement to this day every call for aid from the society has been considered and many a heart made glad by contributions from the box. Upwards of \$40,000 have been distributed, we are now distributing from \$1800 to \$2000 annually, and I will here remark (with a view to show the importance of ship masters becoming members) that one widow has received more than \$3000. Outside of their aid to one another and their families, the doings of the society have not been unimportant. In the early years of the society they no doubt felt the importance of mutual aid in case of fire, and in 1775 they organized themselves into a fire company, an entire separate and distinct company from the Marine Society. The fire company existed for sixty-three years and was dissolved in 1837. I well remember their ladders and fire hooks, buckets and bags, paid for by themselves. Their ladders were distributed in different places and kept in order.

In 1783 the society erected two beacons on Plumb Island as a guide by day and employed persons to hoist lanterns as a guide by night, and a code of signals to indicate vessels standing into the bay.

In 1774 the merchants agreed to take the lights under their direction and made provision therefor by assessing light money on the vessel arriving. In 1787 they voted to build two huts on Plum Island for the protection of shipwrecked mariners. The expense

L22-6-s was assessed on the members. They have often been called upon to give their opinion on various subjects relating to their profession. Of the 293 members whose names are on record, 70 still survive. The average age of the deceased so far as known is within a very small fraction of 60 years.

Such, my friends, is a brief history of the Marine Society of Newburyport, and so long as it exists in its present integrity, may God bless it.

For the ball in the evening, City Hall was very tastefully decorated with flags and streamers of every nation, arranged by the members. Upon the rostrum was an arch twelve feet high, illuminated with gas jets, surmounted by an anchor and pendant, from the key of the arch in illuminated letters was "Marine Society 1772," the whole formed by 1500 gas jets arranged by Mr. Charles R. Sargent. Beneath the arch upon the platform, enclosed in an elegant frame 4 1-2 feet by 3 was the roll of the members, date of its organization and the date of its centennial celebration neatly executed by a pen and as beautiful as steel plate engraving. At either side of the door were signal lights burning and the entire arrangements at the hall were handsome and appropriate to the occasion. The ball was attended by members and their families and the children of deceased members and their families. It was considered the most elegant public ball ever given in this city. The music was by Hook & Payson's Quadrille Band of Haverhill, and a fine collation was served under the charge of George W. Austin.

Feb. 27, 1873, the committee to whom was referred the matter of procuring a new edition of the book of by-laws, reported that it would not be practicable to print one containing marginal references without enlarging it so as to make it cumbersome, and on motion, it was voted that so much of the vote passed at the annual meeting as refers to marginal references be abolished.

April 10, 1873, special meeting.

Before proceeding to the business for which the meeting was called, the president read a communication from Mrs. John Mussey of Portland, Me., donating \$500 to the funds of the society. It was unanimously voted that the donation be accepted by the society

and the following named members were appointed to draw up suitable resolutions in reference to said communication, viz:

Capt. N. S. Osgood,
Capt. Charles M. Bayley,
Capt. William Graves,

and after retiring they made the following report, which was unanimously accepted and adopted:

Donation.

—
Mrs. John Mussey,
of Portland, Maine,
on the 10th of April, 1873,
presented this Society
500 dollars.

Whereas, Mrs. John Mussey, of Portland, Me., formerly of this city, in a letter to a member of this society expresses the high opinion she entertains of the usefulness of the institution by forwarding her check for \$500 as a contribution to its funds to aid in a small degree its efforts to relieve the unfortunate.

It is therefore resolved, that this society accept the liberal donation of Mrs. Mussey with gratitude, and the secretary is directed to express our thanks with the assurance that we shall consider the gift a sacred trust for the purpose above mentioned.

Resolved, that the above resolutions be entered on the records and a copy forwarded to the donor.

The society then proceeded to the business for which the meeting was called.

Capt. N. Varina, chairman of the committee on affairs of pilots, read a petition from three of the pilots addressed to that

committee, and also the report of the committee, which report was not satisfactory to the opposite party of pilots, and they with the sanction of the committee referred the decision of the point in dispute to a full meeting of the members of the society, the committee decided that in accordance with their interpretation of the law, the pilot who first boards the vessel is the one to whom the charge is to be given and to whom the pilotage is to be paid. The remonstrants contended that the pilot who first speaks a vessel is the one to whom the charge and pilotage is due.

After a lengthy discussion entered into by Capt. Varina, Capt. Simpson, Capt. Bray, Capt. Bayley, Capt. Couch, Capt. Brown, during which Capt. S. P. Bray read a deposition from Pilots Edward Thurlow and Jacob B. Chase; on motion of Capt. Couch, seconded by Capt. S. P. Bray, it was voted that the pilot, Edward Thurlow, who first spoke the schooner Burdett Hart, be entitled to the pilotage; yeas 17, nays 8. Capt. Varina stated that in a similar case he should always decide as he had decided in this which decision was not sustained by the society, he felt called upon to resign his position upon the pilot committee, which he accordingly did. His resignation was accepted by the society, as also that of the other members of the committee, Capts. Moore, Pettin-gell and Hoyt, who also resigned.

It was voted that Messrs. R. Bayley & Sons, with whom was deposited the amount of pilotage of schooner Burdett Hart be authorized to pay the same to Edward Thurlow, who brought her in.

Capt. Robert Bayley gave notice that as the meeting has decided, that in all matters relating to pilots' affairs, merchants and captains are bound to comply with the letter of the law, the firm of which he was the head would after this time pay for pilotage and fees only such rates as the law has prescribed without regard to the additional 30 per cent recommended by this society by a vote passed Aug. 25, 1864 as per record.

Capt. Couch stated that at the next annual meeting he should move that no members of this society be made a pilot through the recommendation of the society.

Capt. Varina stated that at the next meeting he should move to separate pilot matters from the business of the society.

OBITUARY.

Capt. Samuel B. Pike died at home, May 21, 1873, aged 51 years, and was buried at Oak Hill Cemetery, 23 members of the society attending his funeral.

OBITUARY.

Capt. Charles B. Stevens died at home, July 9, 1873, aged 45 years, 1 1-2 months, and was buried at Oak Hill Cemetery, 16 members of the society attending his funeral.

May 29, 1873, voted, that the thanks of the society be tendered to the committee who had charge of the matter of printing a new edition of the by-laws.

Voted, that the widows of deceased members who may so desire, be supplied with a copy of the new book.

Voted, that in all cases where petitions are presented to the society for approbating pilots for this port, that the same shall be laid upon the table for three months.

June 26, 1873, special meeting.

The call for the meeting was read by the president, also an affidavit signed by the Captain and Mate of the schooner Mary Means was handed in by Capt. Mackinney in behalf of the pilots attached to pilot boat number 2.

After some discussion, on motion of Capt. Osgood, it was voted that the pilot who first spoke the schooner Mary Means is entitled to the pilotage, yea 9, nay 0, not voting 7.

The president read a letter from Capt. Jere Lunt which contained the pilotage fees in dispute, and according to the above vote, the money was directed to be paid over to Capt. J. R. Thurlow, he being the pilot who first spoke the vessel.

Aug. 28, 1873, Capt. S. P. Bray, Jr., was proposed for membership by Capt. S. P. Bray.

Capt. Fred A. Kezer was proposed for membership by Capt. S. P. Bray.

Capt. Henry W. Lunt was proposed for membership by Capt. George W. Knight.

On motion of Capt. Osgood, a committee of three was appointed by the chair to prepare a device to be placed in front of the society's building and to report at the annual meeting. Capts. N. S. Osgood, Robert Couch, and J. C. Hoyt were appointed as that committee.

OBITUARY.

Capt. John H. Spring died at home, Nov. 14, 1873, aged 73 years, and was buried at Belleville Cemetery. The society did not attend the funeral.

OBITUARY.

Capt. Edward Graves was lost at sea in ship Tennyson, Feb. 23, 1873, Lat. 26° S., Long. 23° E., on the passage from Calcutta to Boston, aged 42 years.

OBITUARY.

Capt. Asa Pearl died at Para, S. A., Nov. 14, 1873, aged 53 years.

Nov. 27, 1873, annual meeting. Officers elected:

Capt. Giles P. Stone, President.

Capt. William Graves, Vice President.

Capt. George Lunt, Treasurer.

Capt. Charles E. Bayley, Secretary.

Finance committee:

Capt. Robert Bayley,

Capt. N. Varina,

Capt. S. P. Bray,

Capt. J. C. Hoyt,

Capt. N. S. Osgood.

Relief committee:

Capt. Fred Moore,

Capt. Charles T. Smith,

Capt. E. E. Hale,

Capt. Richard Pettingell,

Capt. W. H. Bayley.

Bequest.

Miss Lucy M. Follansbee,
daughter of
Captain Thomas M. Follansbee,
died Nov. 8th, 1873, and
bequeathed to the Society
2000 dollars.



CAPT. STEPHEN P. BRAY.

Capt. John Simpson was unanimously elected as superintendent, salary \$300.

Captains Thomas H. Boardman, Charles W. Reed, Stephen P. Bray, Jr., Frederick A. Kezar, Henry W. Lunt were recorded as members.

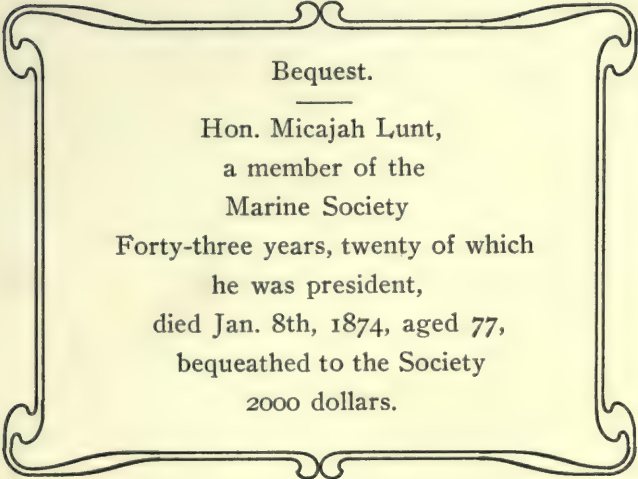
The committee to whom was referred the matter of placing a device on the front of the society's buildings, submitted a draft of what they thought would be suitable, the merits of which were discussed and the whole matter was referred to the committee, giving them full power to act according to their best judgment.

Dec. 11, 1873, the finance committee reported that the funds of the society amounted to \$40,018.23.

The report of the relief committee recommending that the sum of \$1510 be paid to the beneficiaries was accepted.

OBITUARY.

Capt. Micajah Lunt, one of the oldest members, and for twenty years, 1842 to 1862, the president of this society, died at home, Jan. 8, 1874, aged 77 years, 8 months, 14 days, and was buried at Oak Hill Cemetery. The society did not attend the funeral.



Bequest.

Hon. Micajah Lunt,
a member of the
Marine Society
Forty-three years, twenty of which
he was president,
died Jan. 8th, 1874, aged 77,
bequeathed to the Society
2000 dollars.

OBITUARY.

Capt. David P. Page died at home, Jan. 23, 1874, aged 37 years, 6 months, and was buried at Oak Hill Cemetery. The society did not attend the funeral.

OBITUARY.

Capt. Jeremiah Lunt died at home, Feb. 16, 1874, aged 63 years and was buried at Oak Hill Cemetery, 19 members of the society attending the funeral.

Feb. 26, 1874, on motion of T. C. Simpson, seconded by others, it was voted that the finance committee be empowered and instructed to have prepared and hung in the hall of the society, memorial tablets identical with the one now hanging there, dedicated to Capt. Joseph P. Russell, in honor to all persons making donations to the funds of this society.

May 28, 1874, a communication from Capt. H. B. Lake of schooner Isaac L. Clark was read, and it was voted that it be laid on the table.

Aug. 27, 1874, it was voted that when the petition of W. H. Jewett of Ipswich for an appointment as a branch pilot for the port of Ipswich is properly addressed to the society, the secretary is authorized to approbate him to the Governor and Council in behalf of the society.

Capt. J. H. Stanley was proposed for membership by Capt. Fred Moore.

Capt. Richard Newhall was proposed for membership by Capt. S. P. Bray.

Nov. 26, 1874, election of officers:

Capt. Giles P. Stone, President.

Capt. William Graves, Vice President.

Capt. George Lunt, Treasurer.

Capt. Charles E. Bayley, Secretary.

Finance committee:

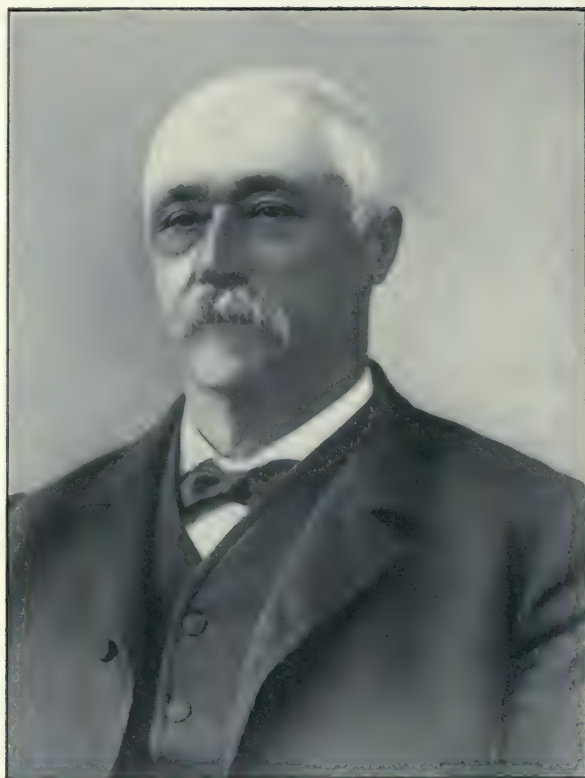
Capt. Robert Bayley,

Capt. N. Varina,

Capt. S. P. Bray,

Capt. Joseph C. Hoyt,

Capt. N. S. Osgood.



CAPT. RICHARD NEWELL.

Relief committee :

Capt. Fred Moore,
Capt. Charles T. Smith,
Capt. R. Pettingell,
Capt. W. H. Bayley,
Capt. W. H. Lunt.

Capt. John Simpson was elected superintendent.

Captains Charles H. Colby, James H. Stanley and Richard Newell were admitted as members.

Dec. 10, 1874, the finance committee reported that the funds of the society amounted to \$45,918.68 par value, market value \$51,711.68.

The report of the relief committee recommending the sum of \$1900 be paid to the beneficiaries was accepted.

Feb. 25, 1875, the president read the petition of George F. Woodman for approbation as a branch pilot for the harbor of Newburyport. The petition was laid on the table in accordance with a vote passed at a meeting held May 29, 1873.

May 27, 1875, voted, that the petition of George F. Woodman be taken from the table and that the petitioner have leave to withdraw.

Aug. 26, 1875, voted, that the president be authorized to sign in behalf of the society, a petition to the light house board for having a bell placed upon the outer buoy at the entrance of the Newburyport harbor.

Capt. N. S. Osgood was requested to draw up the above mentioned petition.

OBITUARY.

Capt. Edmund Pike died at home, Oct. 9, 1875, aged 82 years, and was buried at Oak Hill Cemetery, 20 members of the society attending the funeral.

Nov. 25, 1875, annual meeting. Election of officers :

Capt. Giles P. Stone, President.
Capt. William Graves, Vice President.
Capt. George Lunt, Treasurer.
Capt. Charles E. Bayley, Secretary.

Finance committee:

Capt. Robert Bayley,
Capt. N. Varina,
Capt. S. P. Bray,
Capt. Joseph C. Hoyt,
Capt. N. S. Osgood.

Relief committee:

Capt. Fred Moore,
Capt. Richard Pettingell,
Capt. Edmund S. Raynes,
Capt. Ebenezer Bradbury,
Capt. J. F. Tilton.

Capt. John Simpson was elected superintendent.

Voted, that the vote passed at the last meeting in relation to placing a bell upon the buoy outside of Newburyport bar, be reconsidered.

Voted, that the president be authorized to sign in behalf of the society a petition addressed to the proper authorities requesting to have a bell buoy substituted for the one now in use outside of Newburyport bar, and that the secretary draw up the petition.

Dec. 9, 1875, the committee reported that the funds of the society amounted to \$47,199.91. Accepted.

The report of the relief committee recommending that the sum of \$2400 be paid to the beneficiaries was accepted.

Capt. N. S. Osgood delivered some interesting remarks in regard to the financial condition of the society and stated that the finance committee had ordered the treasurer to notify the tenant of the store below that his rent would be \$400 per annum in lieu of \$350 per annum, which he now pays, upon giving the customary three months' notice, which action of the finance committee was endorsed by a unanimous vote of the meeting.

Feb. 24, 1876, voted, that the president be authorized to sign in behalf of the society, a petition to have a light ship, with steam for whistle, placed on the Stellwagens Bank in Massachusetts Bay.

May 25, 1876, the president read petitions from Messrs. W. H. Jewett and E. J. Grant, both of Ipswich, requesting the society to approbate them as suitable persons to hold commissions as branch pilots for the port of Ipswich, Mass. After some discussion of the point as to whether or not the society was required or competent

to act upon the subject, the matter was referred to a committee of three, viz: Captains N. S. Osgood, N. Varina and Thomas Mackinney, with full powers to act if the sanction of the society was found necessary.

The following resolutions upon the death of Capt. Giles P. Stone, late president of the society, were then read and unanimously adopted.

Whereas, in the Providence of God, our worthy president has been removed from us by death since our last meeting;

Therefore be it resolved, that in the death of our friend and associate, Capt. Giles P. Stone, our society has lost a valued member and an efficient and courteous presiding officer.

Resolved, that while in common with our fellow citizens we shall always remember the admirable qualities that distinguished him as a citizen and a man, we wish here especially to express our high appreciation of him as a member of this society and for many years its presiding officer.

Resolved, that these resolutions be entered upon our records and a copy thereof forwarded to the family of the deceased as a token of our sympathy with them in their affliction.

Capt. William Graves was appointed to act as president until the annual meeting.

Capt. Nathaniel Osgood was appointed to act as vice president until the annual meeting.

On motion of Capt. Thomas Mackinney, it was voted that a flag staff be erected upon the society's building, and Capts. Mackinney and Moore were appointed a committee to carry the vote into effect.

The president stated that he had signed in behalf of the society a petition addressed to the chief signal officer of the United States in relation to storm signals, which action of the president was unanimously endorsed by the meeting.

OBITUARY.

Capt. Giles P. Stone, one of the oldest members of the society, and at the time of his decease, its presiding officer, died April 29, 1876, aged 77 years, 9 months, and was buried at Oak Hill Cemetery. The funeral services were strictly private and the society as a body did not attend.

OBITUARY.

Capt. William A. Cheney died at home, Aug. 17, 1876, aged 79 years, 1 month, 20 days. The funeral services were private and the society did not attend as a body.

Aug. 31, 1876, the committee to whom was referred the petition of W. H. Jewett and E. J. Grant of Ipswich, reported that it was inexpedient for the society to take any action in the matter, which report was accepted by the meeting.

Capt. Frank W. Brown was proposed for membership by Capt. S. P. Bray.

OBITUARY.

Capt. Dennis Condry, who at the time of his death was the oldest member of the society, died at Somerville, Mass., Nov. 25, 1876, aged 82 years. His remains were brought to Newburyport and interred in the family tomb at Oldtown Burying Ground. The society as a body did not attend.

Nov. 30, 1876, annual meeting. Officers elected:

Capt. William Graves, President.

Capt. N. S. Osgood, Vice President.

Capt. George Lunt, Treasurer.

Capt. C. E. Bayley, Secretary.

Finance committee:

Capt. N. Varina,

Capt. S. P. Bray,

Capt. Joseph C. Hoyt,

Capt. N. S. Osgood,

Capt. Henry Cook.

Relief committee:

Capt. Fred Moore,

Capt. Richard Pettingell,

Capt. E. S. Raynes,

Capt. Eben Bradbury,

Capt. Moses Pike.

Capt. John Simpson was elected superintendent.

Voted, that Capt. Frank W. Brown be recorded as a member.

Dec. 14, 1876, the finance committee reported that the funds of the society amounted to \$47,330.07, which report was accepted.

The relief committee recommended that the sum of \$1960 be paid to the beneficiaries, and the recommendation was adopted.

Feb. 22, 1877, Capt. Osgood, in behalf of a committee appointed at a previous meeting for the purpose of purchasing a safe in which to keep the books and papers of the society, reported that he had knowledge of a suitable one which he thought could be purchased for \$50, and it was voted that the committee be empowered to purchase a safe at a cost not to exceed \$40, and that Capt. T. H. Boardman be added to the committee.

Capt. Oliver O. Jones was proposed for membership by Capt. Stephen P. Bray.

Aug. 30, 1877, voted that the thanks of the society be tendered to Capt. E. P. Dorr of Buffalo, N. Y., for his donation of charts and surveys of the Great Lakes and pictures of lake craft and grain elevator to the collection of the society.

Capt. S. P. Bray proposed Capt. J. J. Taylor for membership.

Capt. N. S. Osgood proposed Capts. John F. Pike, Moses Pike, Jr., and John R. Howard for membership.

A petition was read from George F. Woodman asking that the society recommend him as a suitable person to hold a commission as a branch pilot for the port of Newburyport and it was unanimously voted that the petitioner have leave to withdraw.

OBITUARY.

Capt. William Graves, the eleventh president of this society, died in office, Sept. 1, 1877, aged 66 years, 5 months, and was buried at Oak Hill Cemetery, 31 members of the society attending the funeral.

Nov. 29, 1877, annual meeting. Election of officers:

Capt. N. S. Osgood, President.

Capt. George Lunt, Vice President.

Capt. S. P. Bray, Treasurer.

Capt. Charles E. Bayley, Secretary.

Finance committee:

Capt. N. Varina,

Capt. J. C. Hoyt,

Capt. Henry Cook,

Capt. A. Cheever,

Capt. Fred Moore.

Relief committee:

Capt. E. S. Raynes,
Capt. Eben Bradbury,
Capt. Moses Pike,
Capt. C. M. Bayley,
Capt. J. B. Brown.

Capt. John Simpson was elected superintendent.

Capt. Oliver O. Jones, Joseph J. Taylor, John F. Pike, Moses Pike, Jr., and John R. Howard were recorder as members.

On motion of Capt. T. C. Simpson, it was voted that a committee to be composed of the President, Capt. Henry Cook, and Capt. S. P. Bray, be chosen to draw up a series of resolutions which shall be signed by all the officers of the society, recorded upon the books of the society and a copy forwarded to the family of our late deceased president, Capt. William Graves.

On motion of Capt. Mackinney, seconded by others, it was voted that the secretary communicate with the proper authorities for the purpose of having the Bell Buoy located at Newburyport bar removed and one substituted in its place which will answer the purpose for which it is designed.

RESOLUTIONS.

Hall of the Marine Society, Nov. 29, 1877.

At the annual meeting of this society held this evening, on motion of Capt. T. C. Simpson, it was voted that Capt. N. S. Osgood, Capt. S. P. Bray and Capt. Henry Cook be a committee to offer resolutions of sympathy for the family of our late president, Capt. William Graves.

Whereas, in the Providence of God, our worthy and esteemed president has been removed from us by death, therefore be it

Resolved, that in the death of our friend and associate Capt. William Graves, this society has lost a valued member and an efficient and courteous presiding officer.

Resolved, that while in common with our fellow citizens, we shall always remember the admirable qualities that distinguished him as a citizen and man, we have especially to express our high appreciation of him as member of this society for the past 40 years.

Resolved, that these resolutions be entered upon the records of the society and a copy of them forwarded to the family of our

deceased friend as a token of our sympathy with them in their affliction.

N. S. OSGOOD, President.
GEORGE LUNT, Vice President.
S. P. BRAY, Treasurer.
CHARLES E. BAYLEY, Secretary.

Dec. 13, 1877, the finance committee reported that the funds of the society amounted to \$48,006.87.

The report of the relief committee recommending that the sum of \$2060 be paid to the beneficiaries, was accepted.

Feb. 28, 1878, Capt. John Hubbard was proposed for membership by Capt. Charles E. Coker.

A photographic picture of the interior of a life saving station house, which was presented to the society by Capt. R. A. Bayley, was handed around to the members for their inspection and it was voted that when Capt. Simpson's health will permit he shall put it into a suitable frame.

Aug. 29, 1878, Capt. N. S. Osgood presented the resignation of Capt. Charles E. Bayley as secretary, and on motion of Capt. T. C. Simpson, seconded by others, the resignation was accepted.

On motion of Capt. T. C. Simpson, seconded by others, the president appointed Capt. Lawrence W. Brown, Capt. Thomas Mackinney, and Capt. Albert Cheever, a committee to prepare, sort, and count the votes for secretary.

The committee reported whole number of votes cast 19, all of which were for Capt. William H. Bayley as secretary.

A letter was read by the president from Mrs. Allen Haskell, relating to the will of Capt. Mark Symonds, informing the society that the trustee of the estate, John N. Pike, Esq., was without a bondsman, they being dead. On motion of Capt. T. C. Simpson, seconded by Capt. Mackinney and others, it was voted that the treasurer take such steps in the matter as he might think best.

Capt. Varina, as chairman of the finance committee, informed the society that Mr. N. B. Lake had called upon the committee and they had agreed to discount his rent \$25 per year. On motion it was voted to sustain the action of the finance committee.

The president informed the society that Capt. Joseph Taylor, who was admitted to the society at the last annual meeting, had neglected to pay his admittance fee, which in accordance with the

by-laws, must be paid in three months under the penalty of expulsion. On motion of Capt. Mackinney, seconded by Capt. Simpson, it was voted that the by-laws be adhered to, and Capt. Joseph Taylor be expelled for non-payment of admittance fee.

The president offered the following resolutions, which were unanimously adopted.

Resolved, that in accepting the resignation of Capt. Charles E. Bayley, we are desirous of expressing our approbation of the able and courteous manner in which he has discharged his duties as secretary for eleven years. We regret the necessity which compels him to take up his old profession as ship master, and tender him our best wishes for his health and prosperity.

Resolved, that these resolutions be placed upon the records of the society and a copy sent to Capt. Charles E. Bayley.

Attest, WILLIAM H. BAYLEY, Secretary.

OBITUARY.

Capt. Amos Noyes, a member of this society, died at San Francisco, Cal., Oct. 19, 1878, aged 79 years, and was buried at that place.

Nov. 29, 1878, annual meeting. Election of officers:

Capt. N. S. Osgood, President.

Capt. S. P. Bray, Vice President.

Capt. T. C. Simpson, Treasurer.

Capt. W. H. Bayley, Secretary.

Capt. T. C. Simpson resigned the office of treasurer to which he had been elected, on account of ill health, which was accepted, and Capt. Henry Cook was elected as treasurer.

Finance committee:

Capt. N. Varina,

Capt. T. Mackinney,

Capt. A. Cheever,

Capt. F. Moore,

Capt. R. Pettingell.

Relief committee:

Capt. E. S. Raynes,

Capt. Eben Bradbury,

Capt. Moses Pike,

Capt. C. M. Bayley,

Capt. William Reed.

Voted, that the office of janitor be abolished.

On motion of Capt. Mackinney, seconded by others, the secretary was instructed to notify the light house board of this district regarding the lights at the entrance of our harbor.

Dec. 12, 1878, the report of the finance committee that the funds of the society amounted to \$48,781.12 was accepted.

The report of the relief committee recommending that the sum of \$2360 be paid to the beneficiaries was accepted.

May 29, 1879. After remarks had been made by several members present regarding the size of the society's flag, it being considered too large to hoist in all weathers, it was voted to purchase a new flag about 13 feet long, and Capt. Thomas Mackinney was chosen to purchase it.

OBITUARY.

Capt. John Hubbard, a member of this society since Nov. 28, 1878, was drowned at Brunswick, Ga., May 29, 1879, aged 51 years. His remains were brought to Newburyport and interred at the Oldtown Burying Ground, March 17, 1880, the society as a body attending.

OBITUARY.

Capt. Charles Tyng, a member of this society, died at Providence, R. I., June 20, 1879, and was buried there, aged 78 years.

Nov. 27, 1879, annual meeting. Election of officers:

Capt. Stephen P. Bray, President.

Capt. Thomas C. Simpson, Vice President.

Capt. Henry Cook, Treasurer.

Capt. W. H. Bayley, Secretary.

Previous to the election of officers, the vice president, Capt. Stephen P. Bray, acting president, read a letter from Capt. N. S. Osgood, declining to serve as president the ensuing year.

Capt. Robert Bayley, Jr., was unanimously elected a member of this society.

Finance committee:

Capt. Thomas Mackinney,

Capt. Albert Cheever,

Capt. Richard Pettingell,

Capt. Robert Couch,

Capt. Edmund S. Raynes.

Relief committee:

Capt. Eben Bradbury,
Capt. Moses Pike,
Capt. William Reed,
Capt. Moses Pike, Jr.,
Capt. Thomas H. Boardman.

On motion, a committee consisting of Capts. T. C. Simpson, Thomas Mackinney and Albert Cheever were appointed a committee to draw up a letter of thanks to Capt. N. S. Osgood for his valuable services to the society in the many situations he has filled.

On motion of Capt. Mackinney, seconded by others, Capt. George L. Woods was appointed janitor of the building to look after the museum and meeting room for one year.

To the Members of the Marine Society of Newburyport:

Gentlemen:—

I find on looking over our records that I am probably the oldest member that ever served you as president, and am cautioned thereby that age, together with its attendant infirmities, prompts me to decline a renomination, and at the same time to thank you for the honor you have done me in appointing me to fill the various offices in your society. With my cordial wishes for its prosperity and influence for all time, I am with respect,

Your obedient servant,

NATHANIEL S. OSGOOD.

Dec. 12, 1879, the report of the finance committee that the funds of the society amounted to \$49,443.18 was accepted.

The report of the relief committee recommending that the sum of \$2420 be paid to the beneficiaries was accepted.

Report of the special committee to consider the resignation of Capt. N. S. Osgood from the presidency of the society.

Mr. President and Gentlemen:—

Your committee take this occasion of expressing their regret at the resignation of Capt. Osgood. He has served us long and efficiently for fifty years and his name has stood upon the records of our society as an associate member for that whole period of time. He has been identified in all our affairs, guided us by his advice, assisted us by his services and we have always found him willing and earnest to promote by all honorable means the welfare of this society. He has filled our offices of trust with efficiency and zeal, contributed much towards establishing the success of our organization and in strengthening its moral force and influence in the community. Our appreciation of his merits has in times past always found a prompt though often inadequate expression of our willingness to elect him

successively to all the positions of responsibility and trust within our power.

Your committee, while regretting the necessity which compels him to decline a re-election to the office which he has occupied for the two preceding years, would respectfully submit the following resolutions:

Resolved, that in the retirement of Capt. N. S. Osgood from active participation in our official affairs we lose the experience of one long identified with us, and one whose active and efficient services have always been directed towards our highest good.

Resolved, that we hereby recognize our obligation for the same, tender to him our thanks for his past services, express our confidence in his fidelity to our interests as a brother member.

Resolved, that these resolutions be placed upon our records, and our secretary be instructed to forward a copy thereof to Capt. Osgood at his earliest convenience.

Respectfully submitted,

T. C. SIMPSON, Chairman.

Voted, on motion of Capt. Brown, seconded by others, that the death of Capt. John Hubbard, at Brunswick, Ga., be recorded on records as occurring between the 25th and 29th of May, 1879.

A letter was read from George Lunt, Esq., by the president, relating to the improvements in the harbor of Scituate, which on motion was laid upon the table. Capt. Robert Bayley, Jr., was admitted a member of this society.

Feb. 26, 1880, on motion of Capt. Couch, the communication received from Hon. George Lunt relating to the improvement at Scituate harbor was taken from the table for action.

A letter from Hon. John James Currier, mayor of the city, was read by the president upon the subject presented by Hon. George Lunt, and on motion of Capt. Jacob B. Brown, the officers of this society were instructed to sign the memorial to Congress in behalf of the society and attach the seal thereto.

Capt. Jacob B. Brown proposed the name of Capt. Charles W. Brown for membership.

On motion of Capt. Thomas Mackinney, the secretary was instructed to request the light house board to place an automatic buoy on Newburyport bar.

OBITUARY.

Capt. Charles E. Bayley, a member of this society, died of yellow fever at Jacmel, Island of Hayti, July 15, 1879, and was there interred, aged 43 years.

OBITUARY.

Capt. George Lunt, Jr., a member of this society, died at home, Sept. 4, 1879, aged 74 years, 6 months, and was buried in the family lot at Oak Hill Cemetery, Sept. 6, 1879. The society attended the funeral.

Capt. Anthony Knapp, Jr., a member of this society, died at home, Sept. 6, 1879, aged 80 years, 11 months, 9 days, and was buried in the family lot at Oak Hill Cemetery., Sept. 8, 1879.

May 27, 1880, Capt. Couch presented the name of Capt. Frank A. Janvrin for membership.

OBITUARY.

Capt. Joseph Hoyt, a member of this society since Nov. 29, 1860, died at home, June 5, 1880, aged 68 years, 9 months, 2 days. The society attended the funeral.

Capt. James Cook, a member of this society since Nov. 28, 1850, died at Trenton, N. J., Aug. 9, 1880, and was buried there. Age 71 years, 4 months.

Aug. 26, 1880, the president informed the society that a picture of Ship Geneva passing Elsinore Light, had been presented to the society by Joseph Rooney, Esq., of New York.

Voted, to accept the picture and a letter of thanks be sent to Mr. Rooney.

The president in behalf of Capt. Osgood, presented the society the certificate of membership of Capt. Philip Aubin, who joined the society in 1781.

Voted to accept the certificate and a letter of thanks be sent to Capt. Osgood.

Nov. 25, 1880, annual meeting. Officers elected :

Capt. Stephen P. Bray, President.

Capt. Thomas C. Simpson, Vice President.

Capt. Henry Cook, Treasurer.

Capt. William H. Bayley, Secretary.

Finance committee :

Capt. Thomas Mackinney,

Capt. Richard Pettingell,

Capt. Robert Couch,

Capt. Edmund S. Raynes,

Capt. Thomas H. Boardman.



CAPT. CHARLES W. BROWN.

Relief committee:

Capt. Ebenezer Bradbury,
Capt. Moses Pike,
Capt. Moses Pike, Jr.,
Capt. J. Frank Tilton,
Capt. George L. Bray.

Capt. Charles W. Brown and Capt. Frank A. Janvrin were admitted as members.

Capt. George L. Woods was elected superintendent.

Dec. 9, 1880, the finance committee reported that the funds of the society amounted to \$49,865.38.

The report of the relief committee recommending the sum of \$2495 be paid to the beneficiaries was accepted.

The president informed the society that a donation of shells and minerals had been made from the estate of the late Hon. Caleb Cushing, and on motion of Capt. Couch, the donation was accepted and the secretary was instructed to return to the family of the donor the thanks of the society.

Feb. 24, 1881, voted, that the thanks of the society be tendered to Capt. Henry Cook for the records of American and foreign shipping for the years 1879-1880, presented by him.

OBITUARY.

Capt. Jacob B. Brown, a member of this society since Nov. 28, 1861, died at home, Feb. 13, 1881, aged 46 years, 6 months, and was buried at Oak Hill Cemetery in this city. The members of the society attended the funeral in a body.

OBITUARY.

Capt. Thomas C. Simpson, a member of this society since Nov. 30, 1843, died at home, Feb. 18, 1881, at the age of 61 years, 6 months. He was buried in the family lot at Oak Hill Cemetery, but the funeral being strictly private none of the members of the society attended.

OBITUARY.

Capt. Henry Shoof, a member of this society since Nov. 28, 1839 died at his home in this city April 4, 1881, aged 78 years, 9 months, 13 days, and was buried in the family lot at Oak Hill Cemetery, Newburyport, the members of the society attending in a body.

OBITUARY.

Capt. Nathaniel S. Osgood, a member of this society since Nov. 26, 1829, who had filled various offices, and who at the time of his death was the oldest member of the organization, died at his home in this city, May 2, 1881, aged 80 years, 9 days, and was buried in the family lot at Oak Hill Cemetery, the members of the society attending in a body.

OBITUARY.

Capt. Ambrose H. White, a member of this society, died at Boston, June 3, 1881, aged 80 years, and was buried in Boston.

OBITUARY.

Capt. George L. Woods, a member of this society since Nov. 27, 1862, died at his home in this city, June 7, 1881, aged 47 years, 10 months, and was buried at Oak Hill Cemetery, the members of the society attending the funeral in a body.

OBITUARY.

Capt. Nicholas Varina, a member of this society since Nov. 29, 1855, died at his home in this city, October 25, 1881, aged 66 years, 10 months, and was buried at Oak Hill Cemetery, the members of the society attending his funeral in a body.

OBITUARY.

Capt. Henry W. Lunt, a member of this society since Nov. 27, 1873, died at his home in Newburyport, on the 30th day of October, 1881, aged 46 years, 11 months, 27 days, and was buried at Oak Hill Cemetery, the members of the society attending the funeral in a body.

Nov. 24, 1881, annual meeting. Election of officers:

Capt. Stephen P. Bray, President.

Capt. Henry Cook, Vice President.

Capt. William H. Lunt, Treasurer.

Capt. William H. Bayley, Secretary.

Finance committee:

Capt. Thomas Mackinney,

Capt. Robert Couch,

Capt. Edmund S. Raynes,

Capt. Isaac H. Boardman,

Capt. George Pierce.

Relief committee:

Capt. Ebenezer Bradbury,
Capt. Moses Pike,
Capt. E. E. Hale,
Capt. Moses J. Mulliken,
Capt. Frank W. Brown.

Capt. Moses Mulliken was elected superintendent.

A bill of \$3.27 was presented for draping the outside of the Marine building on the funeral day of our late president of the United States, Hon. James A. Garfield.

OBITUARY.

Capt. William H. Swap, a member of this society since Nov. 26, 1863, died at Manila, on the 25th day of October, 1882, aged 50 years.

Dec. 8, 1881, the finance committee reported the funds of the society. Amount, \$50,289.11.

The report of the relief committee recommending that the sum of \$2700 be paid to the beneficiaries was accepted.

Capt. George Warren Knight, a member of this society since November 28, 1872, died at his home in Camden, N. J., aged 40 years, 10 months, 24 days, on October 24, 1882. His remains were brought to Newburyport and interred at Oak Hill Cemetery, October 27, 1882, the members of the society attending the funeral.

Nov. 30, 1882, annual meeting. Election of officers:

Capt. Stephen P. Bray, President.
Capt. Henry Cook, Vice President.
Capt. William H. Lunt, Treasurer.
Capt. William H. Bayley, Secretary.

Finance committee:

Capt. Thomas Mackinney,
Capt. Robert Couch,
Capt. Edmund S. Raynes,
Capt. Thomas H. Boardman,
Capt. Lawrence W. Brown.

Relief committee:

Capt. Ebenezer Bradbury,
Capt. Moses Pike,
Capt. Moses J. Mulliken,
Capt. Frank W. Brown,
Capt. Charles E. Coker.

Capt. Moses J. Mulliken was elected superintendent.

A letter from Capt. David R. Le Crow relating to the collecting information relative to shipping interests in the various ports of the world, was read by the secretary, received and ordered to be placed on file.

Dec. 14, 1882, the report of the finance committee that the funds of the society amounted to \$50,238.61 was accepted.

The report of the relief committee recommending the sum of \$2713 be paid to the beneficiaries was accepted.

OBITUARY.

Capt. Moses Pike, Jr., a member of this society since Nov. 29, 1877, died at home, Dec. 18, 1882, and was buried at Oak Hill Cemetery, aged 35 years. The members of the society did not attend the funeral.

Nov. 29, 1883, annual meeting. Election of officers:

Capt. Henry Cook, President.
Capt. Robert Couch, Vice President.
Capt. William H. Lunt, Treasurer.
Capt. William H. Bayley, Secretary.

Finance committee:

Capt. Thomas Mackinney,
Capt. George Pierce,
Capt. Edmund S. Raynes,
Capt. Thomas H. Boardman,
Capt. Albert Cheever.

Relief committee:

Capt. Ebenezer Bradbury,
Capt. Moses Pike,
Capt. Moses J. Mulliken,
Capt. F. W. Brown,
Capt. Richard Pettingell.

Capt. Moses J. Mulliken was elected superintendent.

OBITUARY.

Capt. Stephen P. Bray, president of the Marine Society since 1879, and a member since Nov. 30, 1843, died at his home, June 10, 1883, aged 71 years, 16 days. The members of the society attended his funeral.

On motion, it was voted that the officers of the society be a committee to prepare and present at the next meeting suitable resolutions upon the death of our late president, Capt. Stephen P. Bray.

Dec. 14, 1883, the finance committee reported that the funds of the society amounted to \$50,782.25.

The report of the relief committee recommending that the sum of \$2484 be paid to the beneficiaries was accepted.

Hall of the Marine Society, Dec. 14, 1883.

At the annual meeting of the Marine Society, held on Thursday evening, November 29, on motion of Capt. Thomas Mackinney, the officers of the society consisting of Capt. Henry Cook, president, Capt. Robert Couch, vice president, Capt. William H. Lunt, treasurer, and Capt. William H. Bayley, secretary, were chosen a committee to draft resolutions of sympathy to the family of our late president, Capt. Stephen P. Bray. The committee having attended to their duty reported as follows:

That whereas in the Providence of God our worthy and esteemed president has been removed from us by death,

Therefore, resolved, that in the death of our friend and associate, Capt. Stephen P. Bray, this society has lost a valuable member and an efficient, courteous presiding officer.

Resolved, that while in common with our fellow citizens we shall remember his admirable qualities as a citizen and man, we have especially to express our high appreciation of him as a member of this society for the past forty years.

Resolved, that these resolutions be placed upon the records of the society and a copy of them forwarded to the family of our deceased friend as a token of our sympathy with them in their affliction.

HENRY COOK,
ROBERT COUCH,
WILLIAM H. LUNT,
WILLIAM H. BAYLEY,

Committee.

Aug. 28, 1884.
19-a.

OBITUARY.

Capt. Daniel Knight, a member of this society since Nov. 30, 1843, died at Danvers, Mass., Feb. 2, 1883, aged 76 years, 4 months. His body was brought to this city and buried from the Brown Square house. The society did not attend.

Capt. Robert Bayley, a member of this society since Nov. 29, 1849, died at home, Nov. 11, 1883, aged 75 years, 4 months, and was buried at Oak Hill Cemetery. The society did not attend the funeral.

Capt. R. A. Bayley, a member of the Marine Society since Nov. 27, 1862, died at his home in Washington, D. C., Nov. 26, 1883. His body was brought to Newburyport and buried at Oak Hill Cemetery, the members of the society attending the funeral.

Capt. Edmund S. Raynes, a member of the Marine Society since Nov. 29, 1860, died at home, Dec. 24, 1883, aged 72 years.

Nov. 27, 1884, annual meeting. Election of officers:

Capt. Robert Couch, President.
Capt. Albert Cheever, Vice President.
Capt. William H. Lunt, Treasurer.
Capt. William H. Bayley, Secretary.

Finance committee:

Capt. Thomas Mackinney,
Capt. Thomas H. Boardman,
Capt. Albert Cheever,
Capt. J. Frank Tilton,
Capt. David R. Le Craw.

Relief committee:

Capt. Richard Pettingell,
Capt. F. W. Brown,
Capt. Moses J. Mulliken,
Capt. Robert Bayley, Jr.,
Capt. William Reed.

Capt. Moses Mulliken was elected superintendent.

The secretary read a letter from Capt. Henry Cook declining on account of ill health the use of his name as president for the ensuing year.

Dec. 11, 1884, the finance committee reported that the funds of the society amounted to \$51,040.42.

The report of the relief committee recommending that the sum of \$2345 be paid to the beneficiaries, was accepted.

On motion of Capt. Thomas Mackinney, it was voted that a new carpet be furnished for the room, and the finance committee were instructed to purchase the same.

On motion it was voted to have new books printed, and Capt. Albert Cheever and the secretary were appointed a committee to carry out the vote.

Feb. 26, 1885, Capt. Stephen P. Bray proposed Capt. John T. Howard for membership.

May 28, 1885, Mr. Ebenezer Rolfe presented to the society a framed picture of a "Naval Engagement" at Sea, Sept. 30, 1762, between a Brig in command of Capt. Moses Rolfe and a Spanish Privateer.

Dec. 10, 1885, the report of the relief committee recommending the sum of \$2233 be appropriated for relief, was accepted.

Voted, that the finance committee provide an electric clock.

Voted that the finance committee purchase 16 stuffed hair cloth chairs for the room.

Feb. 26, 1886, an application signed by numerous merchants of the city was received from William J. Pettingell requesting the recommendation of the society to the Governor and Council of the state for an appointment as pilot for the port of Newburyport.

Voted, that the prayer of the petitioner be granted.

Capt. Lawrence W. Brown presented to the society a framed picture of the ship Mary L. Cushing.

May 27, 1886, Capt. Albert Cheever, in behalf of John W. Sargent, presented to the society a framed picture of the flags of all nations executed by hand.

Nov. 25, 1886, officers elected:

Capt. Robert Couch, President.

Capt. Albert Cheever, Vice President.

Capt. William H. Lunt, Treasurer.

Capt William H. Bayley, Secretary.

Finance committee:

Capt. Thomas Mackinney,
Capt. Thomas H. Boardman,
Capt. Albert Cheever,
Capt. J. Frank Tilton,
Capt. Lawrence W. Brown.

Relief committee:

Capt. Richard Pettingell,
Capt. Frank W. Brown,
Capt. Moses J. Mulliken,
Capt. Robert Bayley,
Capt. William Reed.

Superintendent, Capt. Moses J. Mulliken.

Dec. 9, 1886, the report of the relief committee recommending the sum of \$1969 be paid to the beneficiaries, was accepted.

Feb. 24, 1887, a donation to the Museum of the society of two charts of the city of London as it appeared two hundred years ago, was contributed by Lawrence B. Cushing; also a piece of copal and beach nut was donated by Capt. William H. Lunt.

May 26, 1887, donations to the Museum were received from Miss Emily A. and Miss Ellen P. Getchell, great-grand-daughters of Capt. Samuel Rolfe, consisting of two charts of St. George's Channel, 1 Port Warden's certificate of the year 1803, and one protection paper of 1796. Capt. J. Frank Tilton presented one porcupine fish.

Nov. 24, 1887, election of officers.

Capt. Robert Couch, President.
Capt. Albert Cheever, Vice President.
Capt. Thomas H. Boardman, Treasurer.
Capt. William H. Bayley, Secretary.

Finance committee:

Capt. Albert Cheever,
Capt. J. Frank Tilton,
Capt. Fred A. Kezar,
Capt. James W. Elliot,
Capt. John N. Pritchard.

Relief committee:

Capt. Richard Pettingell,
Capt. Frank W. Brown,
Capt. Moses J. Mulliken,
Capt. William Reed,
Capt. Oliver O. Jones.

Superintendent of rooms, Capt. Moses J. Mulliken.

Voted, that the secretary be instructed to provide carriages for the members when attending the funeral of a deceased member, the expense to be paid from the society's fund.

Dec. 8, 1887, the report of the relief committee recommending the sum of \$2056 be paid to the beneficiaries, was accepted.

A petition was presented, signed by numerous business men to the Light House Board asking that a light be placed on Kettle Rock, so called, and also requesting that the Merrimac river from Newburyport to Haverhill be buoyed out.

A petition to the committee on Rivers and Harbors, to remove the obstructions in the Merrimac river between Newburyport and Haverhill was presented.

Aug. 30, 1888, a petition was received from George F. Woodman, John H. Kenney, and Henry T. Thurlow, requesting the approbation of this society in order that they might be appointed as commissioned pilots for the harbor of Newburyport.

Nov. 29, 1888, election of officers:

Capt. Robert Couch, President.
Capt. Albert Cheever, Vice President.
Capt. Thomas H. Boardman, Treasurer.
Capt. William H. Bayley, Secretary.

Finance committee:

Capt. Albert Cheever,
Capt. J. Frank Tilton,
Capt. Fred A. Kezar,
Capt. J. W. Elliot,
Capt. Lawrence W. Brown.

Relief committee:

Capt. Richard Pettingell,
Capt. Oliver O. Jones,
Capt. Frank W. Brown,
Capt. Moses J. Mulliken,
Capt. William Reed.

Superintendent, Capt. Moses J. Mulliken.

Capt. Lawrence W. Brown proposed the name of Capt. Henry O. Marshall for membership.

The secretary reported the receipt of eight volumes of the Life Saving Service from the government at Washington.

Dec. 13, 1888, the report of the relief committee, that \$2244 be paid to the beneficiaries the ensuing year, was accepted.

A small full rigged schooner was presented to the society from the late Capt. William Collins, which was accepted with thanks.

Voted, that the finance committee be instructed to have new windows put into the front of the building in conformity with those on each side, regrain the front door, and make such other repairs as may be needed.

Oct. 14, 1889, a special meeting was held to consider a request from the Board of Trade, that the Marine Society appoint a committee to confer with a committee from the Board of Trade, and a committee from the City Council in relation to the Maritime Congress to be held in Boston, from Nov. 4, 1889, to Jan. 4, 1890.

Mr. Fred E. Smith, secretary of the Board of Trade, having been invited to be present, stated the object of the Congress and what the Board of Trade was desirous of doing.

Capt. Fred A. Kezar, Capt. William H. Bayley and Capt. Lawrence W. Brown were chosen a committee in behalf of the Marine Society.

Oct. 22, 1889, Capt. Fred A. Kezar made a report of the several meetings of the committees, and Capt. Lawrence W. Brown was authorized to select such articles from the Museum of the society and allow them to be exhibited in the Maritime Congress in October, all expenses to be paid by the society.

Nov. 28, 1899, election of officers:

Capt. Couch, President.

Capt. Albert Cheever, Vice President.

Capt. Thomas H. Boardman, Treasurer.

Capt. William H. Bayley, Secretary.

Finance committee:

Capt. Albert Cheever,

Capt. J. Frank Tilton,

Capt. Fred A. Kezar,

Capt. J. W. Elliot,

Capt. Lawrence W. Brown.

Relief committee:

Capt. Richard Pettingell,
Capt. Oliver O. Jones,
Capt. Frank A. Janvrin,
Capt. Moses J. Mulliken,
Capt. William Reed.

Superintendent of rooms, Capt. Moses J. Mulliken.

Capt. Henry Marshall was elected as a member.

Capt. Benjamin C. Emerton presented to the society's Museum one copy of the Newburyport Herald of the year 1806.

Mr. Henry Currier donated one powder horn about one hundred years old.

Mrs. Charles E. Bayley donated one stuffed bird in a glass case.

Dec. 12, 1889, the report of the relief committee recommending the sum of \$2256 be paid to the beneficiaries, was accepted.

A picture of a boat was donated to the Museum by Mr. Eben P. Goodwin.

May 29, 1890, upon request of Capt. William Reed and Capt. James W. Elliot, the secretary was instructed to write the Light House Board in relation to the buoys at the entrance of the harbor and request them to place the lights and buoys in such a position as would best conduce to the safety of vessels entering the harbor.

Nov. 27, 1890, election of officers:

Capt. Robert Couch, President.
Capt. Albert Cheever, Vice President.
Capt. Thomas H. Boardman, Treasurer.
Capt. William H. Bayley, Secretary.

Finance committee:

Capt. Albert Cheever,
Capt. J. F. Tilton,
Capt. Charles E. Coker,
Capt. J. W. Elliot,
Capt. L. W. Brown.

Relief committee:

Capt. Richard Pettingell,
Capt. Oliver O. Jones,
Capt. Frank A. Janvrin,
Capt. Moses J. Mulliken,
Capt. William Reed.

Superintendent of rooms, Capt. Moses J. Mulliken.

Dec. 11, 1890, the report of the relief committee recommending the sum of \$2704 be paid to the beneficiaries, was accepted.

May 28, 1891, Capt. J. Frank Tilton presented the society with a log book of 1804, also a log book of the U. S. Ship Warren, kept in 1880.

Capt. Stephen P. Bray presented to the society an Epitome, dated 1794, also a book containing a code of signals.

Finance committee:

Capt. J. F. Tilton,
Capt. C. E. Coker,
Capt. J. W. Elliot,
Capt. L. W. Brown,
Capt. S. P. Bray.

Relief committee:

Capt. Richard Pettingell,
Capt. Oliver O. Jones,
Capt. Frank A. Janvrin,
Capt. William Reed,
Capt. Charles W. Reed.

Superintendent of rooms, Moses J. Mulliken.

Dec. 10, 1891, the report of the relief committee recommending the sum of \$2504 be paid to the beneficiaries, was accepted.

Nov. 24, 1892, officers elected:

Capt. Albert Cheever, President.
Capt. Charles E. Coker, Vice President.
Capt. Thomas H. Boardman, Treasurer.
Capt. William H. Bayley, Secretary.

Finance committee:

Capt. J. F. Tilton,
Capt. Charles E. Coker,
Capt. J. W. Elliot,
Capt. L. W. Brown,
Capt. S. P. Bray.

Relief committee:

Capt. Richard Pettingell,
Capt. Oliver O. Jones,
Capt. Frank A. Janvrin,
Capt. William Reed,
Capt. Charles W. Reed.

Superintendent of rooms, Moses J. Mulliken.

Mrs. Williams presented an oil painting of her father, Capt. John C. Hoyt.

Capt. Charles E. Coker presented an "American Coast Pilot" by Edmund M. Blunt, printed in 1800.

Mr. John L. Tobin, Esq., presented an oil painting of the steamship "President," lost at sea in 1841.

Capt. Lawrence W. Brown presented three copies of a Calcutta paper called "The Phenix," printed in 1857.

One copy of the New Orleans price current of 1860.

One copy of the Commercial Gazette of Port Luis, Mauritius, of 1858; also a paper called the "Friend of India," printed in Singapore, in July, 1857.

Alfred Lord, Esq., presented a cannon ball dug from the ground in the rear of Lord Brothers' store in 1874, probably a Revolutionary relic.

Dec. 8, 1892, the report of the relief committee recommending the sum of \$2504 be paid to the beneficiaries was accepted.

Nov. 30, 1893, election of officers:

Capt. Albert Cheever, President.

Capt. Charles E. Coker, Vice President.

Capt. Thomas H. Boardman, Treasurer.

Capt. William H. Bayley, Secretary.

Finance committee:

Capt. J. F. Tilton,

Capt. L. W. Brown,

Capt. J. W. Elliot,

Capt. S. P. Bray,

Capt. J. N. Pritchard.

Relief committee:

Capt. Richard Pettingell,

Capt. Oliver O. Jones,

Capt. Frank A. Janvrin,

Capt. William Reed,

Capt. Charles W. Reed.

Superintendent of rooms, Capt. Moses J. Mulliken.

Dec. 14, 1893, the report of the relief committee recommending the sum of \$2255 be paid to the beneficiaries was accepted.

Voted, that the vote passed at the last meeting, making five members on the finance and relief committees, be reconsidered.

Voted, that the finance and relief committees now consist of three instead of five members each.

Voted, that Capt. Charles E. Coker, Capt. Lawrence W. Brown, and Capt. Stephen P. Bray constitute the finance committee.

Voted, that Capt. Richard Pettingell, Capt. Oliver O. Jones, and Capt. Frank A. Janvrin constitute the relief committee.

Nov. 29, 1894, election of officers:

Capt. Albert Cheever, President.

Capt. Charles E. Coker, Vice President.

Capt. Thomas H. Boardman, Treasurer.

Capt. William H. Bayley, Secretary.

Finance committee:

Capt. Charles E. Coker,

Capt. Lawrence W. Brown,

Capt. Stephen P. Bray.

Relief committee:

Capt. Richard Pettingell,

Capt. Oliver O. Jones,

Capt. Frank A. Janvrin.

Superintendent of rooms, Capt. Moses J. Mulliken.

A memorial printed service upon the death of our late associate, Capt. Joshua Hale, was received from Mrs. Hale and a vote of thanks sent her for the gift.

Dec. 13, 1894, the report of the relief committee recommending the sum of \$2395 be paid to the beneficiaries was accepted.

Nov. 28, 1895, election of officers:

Capt. Charles E. Coker, President.

Capt. Lawrence W. Brown, Vice President.

Capt. Thomas H. Boardman, Treasurer.

Capt. William H. Bayley, Secretary.

Finance committee:

Capt. Lawrence W. Brown,

Capt. Stephen P. Bray,

Capt. John N. Pritchard.

Relief committee:

Capt. Oliver O. Jones,

Capt. George L. Bray,

Capt. Benjamin C. Emerton.

Superintendent of rooms, Capt. Moses J. Mulliken.

Remarks were made by the president and several of the members present regarding the custody of the trunk containing the stocks, bonds and important papers belonging to the society, and it was voted that when the box containing the securities and property of the society be again returned to the bank for deposit, it be done in the joint name of the finance committee and treasurer. The treasurer with one member of the committee being required to take the box from the bank, or in the absence from town or sickness of treasurer, two members of the committee be so required.

The president read a letter from John C. Noyes of New York, presenting a photograph of the Brig John C. Noyes to the society, which was received with thanks.

Capt. William Reed presented a model of an old style pink stern schooner, which was accepted with thanks.

Dec. 12, 1895, the report of the relief committee recommending the sum of \$1605 be paid to the beneficiaries was accepted.

Capt. Thomas H. Boardman resigned his office of treasurer, and Capt. Stephen P. Bray was unanimously elected to fill the office of treasurer.

Feb. 13, 1896, a special meeting of the society was held to take action upon a petition to the United States Government that a life saving station may be at once established, properly manned and equipped, at Salisbury Beach.

Voted, to send the following letter to Hon. W. H. Moody, representative to Congress from this district.

Newburyport, February 13, 1896.

To the General Superintendent of the Life Saving Service, Washington, D. C.:

Dear Sir:—

In view of the great loss of life by shipwreck on Salisbury Beach during the storm of the 9th inst., owing to the great distance to the nearest relief station on Plum Island, some thirteen miles by land over which the apparatus had to be conveyed, thereby losing much valuable time, we the undersigned members of the Marine Society of Newburyport would earnestly request that a life saving station be established and maintained at Salisbury Beach as soon as practicable.

Yours respectfully,

LAWRENCE W. BROWN, Vice President.

WILLIAM H. BAYLEY, Secretary.

May 28, 1896, Capt. George L. Bray made a few remarks in relation to the loss of sight affecting Capt. William H. Lunt, and that there was good reason that a cure could be effected, and it was voted that the relief committee be empowered to expend \$50 and more if necessary to effect a cure.

Aug. 27, 1896, the relief committee reported that Capt. William H. Lunt had been a patient at the hospital, the sight of one eye having been restored, and the expense had been \$72.

Voted, that the expense incurred by the relief committee be approved.

Nov. 26, 1896, election of officers:

Capt. Lawrence W. Brown, President.

Capt. George L. Bray, Vice President.

Capt. Stephen P. Bray, Treasurer.

Capt. William H. Bayley, Secretary.

Finance committee:

Capt. George L. Bray,

Capt. Richard Newell,

Capt. J. F. Tilton.

Relief committee:

Capt. Oliver O. Jones,

Capt. Benjamin C. Emerton,

Capt. Isaac N. Colby.

Superintendent of rooms, Capt. Moses J. Mulliken.

Dec. 10, 1896, the report of the relief committee recommending the sum of \$1995 be paid to the beneficiaries the ensuing year was accepted.

Voted, to amend article 2 so as to read "The annual meeting to be opened at 4 o'clock p. m.; all other meetings at 7.30 o'clock p. m." To amend article 3 by changing the word ten to five.

Some remarks were made regarding the original signatures of the charter members of the society now on the roll book, and Capt. Oliver O. Jones was appointed as a committee to ascertain the cost of photographing the names.

Feb. 27, 1897, Capt. Jones reported that it would cost \$5 to have the names of the charter members photographed, and he was requested to ascertain the cost of the plate, to become the property of the society.

Capt. Jones, in behalf of Mr. and Mrs. John Winder, presented a framed picture of the interior of the Old South church as the pulpit appeared on April 19, 1896, on the occasion of the Rev. H. C. Hovey's sermon upon the death of Capt. Jonathan Parsons, one of the founders of the Marine Society in 1772.

Nov. 25, 1897, election of officers:

Capt. Lawrence W. Brown, President.

Capt. George L. Bray, Vice President.

Capt. Oliver O. Jones, Treasurer.

Capt. William H. Bayley, Secretary.

Finance committee:

Capt. George L. Bray,

Capt. Richard Newell,

Capt. J. F. Tilton.

Relief committee:

Capt. Benjamin C. Emerton,

Capt. Isaac N. Colby,

Capt. J. F. Tilton.

Superintendent of rooms, Capt. Moses J. Mulliken.

Dec. 9, 1897, the report of the relief committee recommending the sum of \$1850 be paid to the beneficiaries was accepted.

Nov. 24, 1898, election of officers:

Capt. Lawrence W. Brown, President.

Capt. George L. Bray, Vice President.

Capt. Oliver O. Jones, Treasurer.

Capt. William H. Bayley, Secretary.

Finance committee:

Capt. George L. Bray,

Capt. Richard Newell,

Capt. J. F. Tilton.

Relief committee:

Capt. Benjamin C. Emerton,

Capt. Isaac N. Colby,

Capt. Charles W. Reed.

Superintendent of rooms, Capt. Moses J. Mulliken.

Dec. 8, 1898, the report of the relief committee recommending the sum of \$1735 be paid to the beneficiaries was accepted.

Nov. 30, 1899, officers elected:

Capt. Lawrence W. Brown, President.

Capt. George L. Bray, Vice President.

Capt. Oliver O. Jones, Treasurer.

Capt. William H. Bayley, Secretary.

Finance committee:

Capt. George L. Bray,

Capt. Richard Newell,

Capt. J. F. Tilton.

Relief committee:

Capt. Benjamin C. Emerton,

Capt. Isaac N. Colby,

Capt. Charles W. Reed.

Mr. Lawrence Cushing presented an old compass to the Museum, which was accepted with thanks.

Dec. 14, 1899, the report of the relief committee recommending the sum of \$1387 be paid to the beneficiaries was accepted.

Nov. 29, 1900, officers elected:

Capt. Lawrence W. Brown, President.

Capt. John N. Pritchard, Vice President.

Capt. Oliver O. Jones, Treasurer.

Capt. William H. Bayley, Secretary.

Finance committee:

Capt. Lawrence W. Brown,

Capt. Richard Newell,

Capt. George P. Spalding.

Relief committee:

Capt. Benjamin C. Emerton,

Capt. Isaac N. Colby,

Capt. William H. Bayley.

Superintendent of rooms, Capt. Moses J. Mulliken.

Dec. 12, 1900, the report of the relief committee recommending the sum of \$1300 be paid to the beneficiaries was accepted.

Capt. Richard Newell stated that the society had been accustomed for many years to hold their annual meeting on the last Thursday evening in November of each year, and as the last Thursday in November had been selected as a national Thanksgiving day, he would move that the annual meeting of the society be held

on the third Thursday in November, the meeting to be called to order at 3 o'clock p. m.

Upon the motion being put it was passed unanimously.

Feb. 28, 1901, a letter was read by the president from the city government requesting the Marine Society to appoint two members as a committee to meet with other committees to make arrangements for the observance of the fiftieth anniversary of the city.

On motion it was voted that the president and secretary represent the society.

On motion it was voted that the sum of \$200 be appropriated for the celebration.

Nov. 21, 1901, officers elected:

Capt. Lawrence W. Brown, President.

Capt. John N. Pritchard, Vice President.

Capt. Oliver O. Jones, Treasurer.

Capt. William H. Bayley, Secretary.

Finance committee:

Capt. Lawrence W. Brown,

Capt. Richard Newell,

Capt. George P. Spalding.

Relief committee:

Capt. Benjamin C. Emerton,

Capt. Isaac N. Colby,

Capt. William H. Bayley.

Superintendent of rooms, Capt. Moses J. Mulliken.

Dec. 5, 1901, the report of the relief committee recommending the sum of \$1505 be paid to the beneficiaries was accepted.

Nov. 20, 1902, election of officers:

Capt. Lawrence W. Brown, President.

Capt. John N. Pritchard, Vice President.

Capt. Oliver O. Jones, Treasurer.

Capt. William H. Bayley, Secretary.

Finance committee:

Capt. Lawrence W. Brown,

Capt. Richard Newell,

Capt. George P. Spalding.

Relief committee :

Capt. Benjamin C. Emerton,
Capt. Isaac N. Colby,
Capt. William H. Bayley.

Superintendent of rooms, Capt. Moses J. Mulliken.

Dec. 4, 1902, the report of the relief committee recommending the sum of \$1650 be paid to the beneficiaries was accepted.

Feb. 26, 1903, Capt. William H. Bayley and Capt. Oliver O. Jones were appointed as a committee to revise the by-laws.

Aug. 27, 1903, the committee on new by-laws and the several amendments, having submitted the new book, requested to be discharged, which on motion being made was granted.

A log book of the Brig Alert was presented by Miss Stickney, which was accepted with thanks.

Nov. 19, 1903, officers elected :

Capt. John N. Pritchard, President.
Capt. Isaac N. Colby, Vice President.
Capt. Oliver O. Jones, Treasurer.
Capt. William H. Bayley, Secretary.

Finance committee :

Capt. Richard Newell.
Capt. George P. Spalding,
Capt. William H. Bayley.

Relief committee :

Capt. Benjamin C. Emerton,
Capt. Isaac N. Colby,
Capt. Charles W. Reed.

Superintendent of rooms, Capt. Moses J. Mulliken.

Capt. Lawrence W. Brown was unanimously elected as president but declined serving on account of his health.

Dec. 3, 1903, the report of the relief committee recommending the sum of \$1630 be paid to the beneficiaries was accepted.

BY-LAWS
OF
THE MARINE SOCIETY OF NEWBURYPORT
WITH AMENDMENTS AND ADDITIONS
AS REVISED BY A COMMITTEE
TO NOVEMBER, 1903.

Article 1. It is enacted and ordered, that on the third Thursday in November in each and every year the Society shall meet for the purposes of choosing by written ballot, a President, Vice President, Treasurer and Secretary, who shall, if present, be immediately inducted into office, but if not present the duties shall continue to be executed by the officers of the last year; and in case of their absence by others to be elected pro tem. After such installation of the officers, the Society shall proceed to the regular annual business of admission of members, choosing the committee of Finance and Relief by written ballot and attending to any other business which may regularly come before them, adjourning for two weeks to hear and act on the reports of the committees and to complete all unfinished and important business.

Article 2. That at all meetings of the society, the president, if present, shall preside; in his absence the vice president shall preside; if both are absent the treasurer shall preside; and in case of his absence the presiding officer shall be elected pro tem, as in Article 1, and all meetings of the society shall be held at Newburyport aforesaid, on the third Thursday in the months of November, February, May and August in every year, and as much oftener as necessary, all meetings to be opened by the presiding officer at 3 p. m., at which time the roll shall be called by the secretary.

Article 3. The president is authorized to call a special meeting on the petition of five members, giving five days notice in some daily paper published in Newburyport, and the same fines and penalties shall be collected on all absentees from said meeting as at other meetings.

Article 4. That every member who is an inhabitant of Newburyport, or who lives within one mile of any part thereof, shall attend every meeting of the society, and be present at the opening of it; and if such member so inhabiting said city, or within one mile thereof, shall neglect to attend as aforesaid, he shall forfeit and pay to the society for their use the sum of twenty-five cents for

each and every such neglect ; and every member who does not live in said city nor within one mile thereof, but lives within ten miles of the same, shall attend a meeting of the society once in every year, at least, and be present at the opening of it or forfeit and pay the like sum for the use of the society. And every member who does not live in said city nor within ten miles of the same, shall be exempt from attending the regular meetings in person, but shall attend once annually, at least, or shall forfeit and pay the like sum to the society for their use, without in each of the above cases the excuse of necessary absence, sickness or the infirmities of old age ; and the same fines and penalties shall be levied upon all absentees from the adjourned annual meeting from the third Thursday in November in each and every year ; and the secretary shall notify each member of all meetings.

Article 5. That no person shall be elected a member of this society unless at the time of his proposed election he is or has been a commander or master of a vessel, nor shall such election be made but at the annual meeting of the society on the third Thursday in November or the adjourned meeting of that day.

Article 6. That previous to the election of any person as a member of this society, he shall be proposed by one of the members and stand a candidate at least three months before the annual meeting in November.

Article 7. That at all elections for the admission of members, after the candidate is named, the question of yea or nay shall be determined by the use of balls and cubes, the balls shall designate yea, and the cubes nay, and each member present shall be provided with one of each. If two-thirds of the votes are yea the candidate is elected, and the secretary shall give him notice thereof. Two-thirds of the votes shall be requisite for a choice.

Article 8. That every member upon his election into the society shall pay to the secretary forty dollars for the use of the society ; and in case of refusal after three months to pay the same, he shall be expelled from the society ; and the society may increase the sum to be paid on admission from year to year at any of their annual meetings as the state of their funds shall require, or they shall think expedient.

Article 9. That every member of the society shall, at every quarterly meeting pay the sum of twenty-five cents to the secretary for the use of the society ; and if any member shall refuse to

pay the same he shall be fined one dollar on refusing to pay which he shall be disfranchised. The society shall have the power to remit the quarterly dues of any member who shall make application for the same, and who shall be unable to pay through misfortunes or losses. All members of twenty years standing and upwards shall be excused from paying quarterly dues.

Article 10. That if any member shall neglect to make his quarterly payments when at home, for the space of six months without being excused therefrom, the society may at any of their meetings disfranchise him.

Article 11. That if any member shall refuse to pay any penalty, forfeiture or quarterly dues, incurred or due from him to the society and the same shall be recovered from him in any court of law, the society may after such recovery so had, disfranchise and expel such refractory member for his contumacy.

Article 12. That all penalties and forfeitures incurred by the breach of any by-law of this society, and all the quarterly payments aforesaid shall accrue to the society and become part of their estate and the whole estate shall be managed and disposed of for the benefit of the society by the committee of finance chosen by written ballot at the annual meeting in November in each year; which committee shall at all times conform themselves to the directions of the society in the management and disposition of their estate; and the society may at any of their meetings remove from office any of said committee at their pleasure and fill up all vacancies by written vote.

Article 13. That the committee of finance shall have the power to invest the funds of this society in the funded debt of the United States, bank stock or other public stocks and securities.

Article 14. That the whole estate of the society shall be appropriated to defray the charges and expenses of their preservation and advancement, and for carrying into execution their several orders, regulations and by-laws and for the relief of such indigent members and the widows of deceased members, who shall, in the opinion of the society be proper objects for their relief; such relief to be applied by granting temporary assistance or annual stated pensions as the society shall think proper. Such temporary relief may be granted at any of their meetings, but an annual pension shall be granted only at the yearly meeting of the society in November; and no temporary relief shall be allowed to any mem-

ber of the society nor to the widow of any deceased member unless such member has belonged to the society six months at the least, and during that time has complied with all the by-laws and has not been disfranchised; and no member, nor the widow of any deceased member, shall be entitled to any annual pension unless such member has belonged to the society seven years at least, and during that time has complied with all the by-laws and has not been disfranchised.

Article 15. That all applications to the society for an annual pension shall be made at a meeting held three months at least before their annual meeting in November. All applications for temporary relief may be made at any of their meetings for the consideration of the society, who may, if they think proper, immediately proceed to consider such application and allow such relief as they shall judge necessary. All applications for annual pensions particularly, or temporary relief, shall be made in writing.

Article 16. That each member at the annual meeting in November, shall, when called on by the president, produce his book of by-laws, with his name written on the cover and first blank page, under a penalty of twenty-five cents for such neglect, to be paid the secretary for the use of the society.

Article 17. That if any member at any meeting of the society shall excite any quarrel or disturbance, by which the good order, harmony and regularity of the meeting shall be interrupted, and being judged guilty thereof by the society, he shall forfeit and pay to the society five dollars for every time he shall so offend, and make acknowledgment of his fault by a sufficient apology.

Article 18. That if any member shall at any meeting of the society profanely swear or curse, and be adjudged guilty thereof, he shall forfeit and pay the society one dollar for every profane oath or curse he shall be guilty of uttering.

Article 19. That if any member shall in the opinion of the society be guilty of any notorious crime, or be a common drunkard, or be otherwise notoriously scandalous in his life and conversation, the society may at any of their meetings disfranchise him and expel him from the society.

Article 20. That any member disfranchised by the society may be proposed again in the lawful manner as a candidate, and may be re-elected into the society upon such terms and conditions as the society may think proper to impose, he acknowledging and making sufficient apology for his errors before being proposed as a candidate, through and by the member proposing him.

Article 21. That every member present in the city of Newburyport at the time of the funeral in that city of any deceased member shall punctually and seasonably attend agreeably to the notice transmitted him by the secretary, per order of the President, Vice President or Treasurer, or forfeit to the use of the society for non-attendance, twenty-five cents, unless disabled by ill health or the infirmities of old age, and the expense of giving such notice shall be defrayed by the society.

Article 22. That the secretary shall demand and receive all fines, quarterly dues and entrance fees, and pay them over to the treasurer who shall keep a just and fair account of all monies paid in and out of the treasury, to whom and when, and no payments shall be made by him but by vote of the society, and order of the president or vice president.

Article 23. That any of the by-laws may be altered, amended or repealed at any annual meeting in November by its being submitted to the society in writing three months at least previous, and provided two-thirds of the members present shall be in favor of such alterations, amendment or repeal.

Article 24. That one of the finance committee or treasurer are authorized to attend at the annual meetings or special meetings of any corporation in which the Marine Society is interested, and that they have full power to represent the stock.

Article 25. That the relief committee be authorized to grant temporary relief not exceeding twenty dollars in any one case.

Feb. 18, 1904, the office of superintendent of rooms being vacant on account of the death of Capt. Moses J. Mulliken, Capt. Charles W. Reed was nominated and elected as superintendent of rooms.

Voted, that Capt. William H. Bayley and Capt. Oliver O. Jones write the history of the society.

Nov. 17, 1904, officers elected:

Capt. John N. Pritchard, President.

Capt. Isaac N. Colby, Vice President.

Capt. Oliver O. Jones, Treasurer.

Capt. William H. Bayley, Secretary.

Finance committee:

Capt. Richard Newell,

Capt. George P. Spalding,

Capt. William H. Bayley.

Relief committee:

Capt. Benjamin C. Emerton,
Capt. Isaac N. Colby,
Capt. Charles W. Reed.

Superintendent of rooms, Capt. Charles W. Reed.

Voted, that the thanks of the society be sent to Mrs. John C. Kimball for the gift of an oil painting of a ship under full sail.

Dec. 1, 1904, the report of the relief committee recommending the sum of \$1175 be paid to the beneficiaries, was accepted.

OBITUARY.

Capt. Benjamin C. Emerton died at home, Dec. 22, 1904, and was buried in the Highland Cemetery, Dec. 24, aged 82 years, 11 months. Nine members of the society attended the funeral.

OBITUARY.

Capt. Charles W. Reed died at home, March 2, 1905, aged 60 years, and was buried in the Cemetery at Amesbury, March 5, 1905. Nine members of the society attended the funeral.

The president stated that on account of the death of Capt. Emerton, a vacancy had occurred on the relief committee, and Capt. William H. Bayley was elected to serve out the unexpired term.

OBITUARY.

Capt. Lawrence W. Brown, president of the Marine Society from November 26, 1896 to November 19, 1903, died December 10, 1903, aged 72 years, 9 months, 19 days, and was buried at Oak Hill Cemetery, the members of the society attending the funeral.

OBITUARY.

Capt. Moses J. Mulliken, superintendent of the rooms of the society for years, died December 23, 1903, aged 87 years, 2 months, 19 days, and was buried at Oldtown Cemetery, the members of the society attending the funeral.

OBITUARY.

Capt. John R. Howard joined the Marine Society Nov. 29, 1877, died at Deer Isle, Me., July 1, 1904, aged 60 years, 2 months. The society did not attend the funeral.



SHIP "MARY L. CUSHING," L. W. BROWN, MASTER, 1881.

OBITUARY.

Capt. John F. Pike joined the Marine Society Nov. 29, 1877, died at Worcester, Sept. 15, 1904, aged 59 years, 5 months. His remains were brought to Newburyport and interred at Oak Hill Cemetery, the members of the society attending the funeral.

OBITUARY.

Capt. William Reed joined the Marine Society Nov. 26, 1863, died Oct. 11, 1904, aged 82 years, and was buried at Oldtown Cemetery, the members of the society attending the funeral.

OBITUARY.

Capt. Frank A. Janvrin joined the Marine Society Nov. 25, 1880, died Nov. 5, 1904, aged 70 years, 2 months, 19 days, and was buried at Oldtown Cemetery, the members of the society attending the funeral.

OBITUARY.

Capt. James Frank Tilton joined the Marine Society Nov. 25, 1869, died at Portsmouth, N. H., Dec. 22, 1904, aged 67 years. His remains were brought to Amesbury and buried in Mount Prospect Cemetery, the members of the society attending the funeral.

OBITUARY.

Capt. Edmund J. Pike joined the Marine Society Nov. 24, 1864, died in Philadelphia, Oct. 19, 1905, aged 67 years. His remains were brought to Newburyport and buried at Oak Hill Cemetery, the members of the society attending the funeral.

A copy of the will of Capt. Mark Symonds bequeathing the sum of two thousand dollars upon the death of his daughter, was presented by Capt. Newell, and it was voted to place it in the trunk in the bank.

There being no superintendent of the rooms on account of the death of Capt. Charles W. Reed, Capt. Charles H. Colby was elected for the remainder of the year.

Nov. 16, 1905, officers elected:

Capt. Isaac N. Colby, President.

Capt. George P. Spalding, Vice President.

Capt. Oliver O. Jones, Treasurer.

Capt. William H. Bayley, Secretary

Finance committee:

Capt. Richard Newell,
Capt. William H. Bayley,
Capt. George P. Spalding.

Relief committee:

Capt. Isaac N. Colby,
Capt. William H. Bayley,
Capt. Fred A. Kezar.

INCIDENTS IN THE LIVES OF THE MEMBERS OF THE
MARINE SOCIETY

AS THEY APPEAR UPON THE ROLL.

NOTE. We are indebted to the Newburyport Herald of the early days; the History of Newburyport, by Mrs. E. Vale Smith; History of Newbury, by Hon. J. J. Currier; History of Essex County; and the use of books in the public libraries of Newburyport and Boston; to Hon. Moses Brown, Mr. John W. Sargent, Miss Edith R. Wills, Captain James Knapp, of Newburyport; Mr. Edmund Wheelwright, of Boston; and Mr. John F. Johnson, of Amesbury; and to many relatives of our deceased members; for much interesting data.

CAPT. THOMAS JONES,

Joined the Marine Society, Nov. 5, 1772.

Died May 2, 1794, aged 68 years.

He was deputy master from Nov. 6, 1777 to Nov. 29, 1778.

Capt. Jones was one of the six ship masters who met at the home of Capt. Benjamin Rogers and formed the Marine Society. His sea life was in trading to the West Indies in small vessels. He was in command of the sloop Washington in 1785, of 67 tons; later of ship Minerva. Upon the records at Salem, we find "May 1, 1773, Thomas Jones sold to Daniel Lunt, mariner, half the house lot in Newburyport which was formerly Moses Cross' lot, with half the buildings."

"Capt. Thomas Jones gave a mortgage deed to Capt. William P. Johnson for a loan of \$4300 of a farm in Newbury, being all of that farm bequeathed to him by Mrs. Hannah Dummer, deceased." Later this mortgage was discharged.

CAPT. WILLIAM WYER,

Joined the Marine Society Nov. 5, 1772,

Died Aug. 14, 1810, aged 75 years.

Capt. William Wyer was one of the six to form the Marine Society in 1772. He was in command of the brig Two Brothers and brig Essex, schooner Sally and schooner Polly, collector of

customs in 1798, part owner of ship Moses Brown in 1805, and was awarded by England the sum of 3179 pounds, 16 shillings for the loss of the ship Lucy.

CAPT. BENJAMIN ROGERS,

Joined the Marine Society Nov. 5, 1772.

Died April 10, 1812.

Capt. Benjamin Rogers, one of the founders of the Marine Society, was engaged in the West India trade, and in command of schooner Dolphin, sloop Nancy and the brig Polly. In 1799 he was called an Inn holder, residing in what is now called the Ilsley house, then called the Pine Tree Tavern, opposite the head of Marlboro street, and it was in this house where the charter members of the Marine Society met and laid the foundation of a society which has done so much good since that time. We find in the records at Salem, June 5, 1799, "Benjamin Rogers, Inn holder, bought for \$250, (paid by the Marine Society), land in Newburyport, with the buildings thereon on Ash Lane, twelve rods and 15-100 of a rod. Dec. 12, 1820, Capt. Nicholas Johnson took up this mortgage, and for \$250 from Moody Pearson, Merchant, gave a warranty deed to a lot of land with the buildings on Ash Lane 12 and 15-100 rods, with 1-3 part of a wall, signed Nicholas Johnson, master of Marine Society, John Fitz, justice of the peace."

CAPT. SAMUEL NEWHALL,

Joined the Marine Society Nov. 5, 1772,

Died, 1782.

Clerk of the society from Nov. 13, 1772 to Nov. 26, 1778.

Deputy Master from Nov. 26, 1778 to Nov. 25, 1779.

Treasurer from Nov. 25, 1779 to Nov. 29, 1781.

Capt. Newhall was in command of brig John in 1774, and of ship Vengeance July 5, 1779. He took an active part in the affairs of the town. During the stirring time of the Revolution, he was second lieutenant in Capt. Thomas' company in the expedition to Rhode Island in 1777. Was one of the committee of safety in 1776.

CAPT. MICHAEL HODGE,

Joined the Marine Society Nov. 5, 1772,

Died June 24, 1816, aged 73 years.

Treasurer of the society from Nov. 6, 1777 to Nov. 26, 1778.

Clerk from Nov. 26, 1778 to Nov. 29, 1804.

Master from Nov. 29, 1804 to Nov. 25, 1813.

From a journal kept by Michael Hodge, (mate) we learn that on Feb. 25, 1768, he left Newburyport in the schooner *Defiance*, Jonathan Boardman, master, bound to Point Petre in Guadaloupe. They sailed from Newburyport in company with several vessels bound to the West Indies. One of these vessels (name unknown), was commanded by Capt. Jonathan Parsons, one by Capt. Thomas Jones, and another by Capt. William Noyes.

Mr. Hodge arrived at Point Petre on March 27, and on July 13, arrived home, voyage 3 months, 18 days. His next voyage as mate was in the schooner *Polly*, Jonathan Boardman, master, leaving Newburyport, Aug. 21, 1768, for Dominico, arrived Sept. 18, after visiting several small islands, trading off their cargo. At one of the islands they fell in with Capt. Enoch Pike, a member of the Marine Society, who was also trading. They sailed for Newburyport on Oct. 8, arrived home Nov. 9.

His next voyage was master of the schooner *Sally*, sailing for Dominico March 23, 1769, arrived out April 29, and found there many ship masters from Newburyport, Capts. William Friend, William Stickney, Joseph Rowe, James Brown, all members of the Marine Society.

June 20, Capt. Joseph Newman arrived July 28, at St. Lucia, there were ten ship masters, all members of the Marine Society. On Aug. 8, sailed in company with Capt. Thomas, Cape. Titcomb and Capt Lunt from Eustatia for Newburyport. Arrived home Aug. 30, 5 months, 7 days voyage. After making a few more voyages in the schooner *Sally*, brig *Essex* and schooner *Defiance* he retired from the sea about 1770. There is no doubt that many of our early shipmasters were engaged in the West India trade and in very small vessels. It is difficult to conceive how such voyages could be made remunerative. The cargo of the schooner *Sally* of 106 tons, of which Capt. Hodge was master, consisted of dried fish, lumber, staves, and shingles, and the crew were versed in making their own casks in which to bring home molasses, which they re-

ceived in trade for their outward cargo, going around among the islands which were scarcely populated, and picking up a little at each port. Capt. Hodge after retiring from the sea became interested in town affairs, foremost in energy and public spirit, he read the declaration of independence from the window of the meeting house in Market Square to a crowd who received it with cheers. He held various offices in the town, among them the office of town clerk from 1780 to 1789, on the board of selectmen in 1784, 1785. With his associates Captains Coats, Newhall, Coombs, Thomas and Wigglesworth, all members of the Marine Society, were among the most active in sinking piers in the river and erecting fortifications about its mouth.

When the military forces of the town were organized in 1775, six captains of guns were appointed, viz: Captains William Coombs, David Coats, William Friend, Michael Hodge and Thomas Thomas with six to eight men attached to each gun. Capt. Hodge was first lieutenant of the Newburyport Artillery Co. in 1778 afterwards the Cushing Guards. In 1776 an act was passed by the general assembly of the state of Massachusetts entitled an "act for establishing a naval office and for ascertaining the fees" which provided that in the several sea ports of Boston, Salem, Marblehead, Gloucester, Newburyport, York, Pepperelborough, Falmouth on Casco Bay, Townsend, Penobscot, Goldsboro, Machias, Plymouth, Barnstable, Dartmouth and Nantucket, within this state there to be an office kept to be called and known by the name of the Naval office, and Capt. Michael Hodge, a charter member of the Marine Society, was appointed as naval officer Nov. 22, 1776, the fees of his office were:

	L.	P.
For entering any ship or vessel from any part of the state	2	
For clearing any ship or vessel to any part of the state	2	
For entering any ship or vessel from any other part of the U. S.	6	
For clearing any ship or vessel to any other part of the U. S.	6	
For entering any ship or vessel from a foreign voyage	6	
For clearing any ship or vessel for a foreign voyage	6	
For a register	6	
For indorsing a register	1	
For recording indorsement	1	6
For any bond	2	
For a certificate to cancel bond	1	
For a bill of health	2	
For a permit to unload	1	

Capt. Hodge continued as naval officer until 1798, when Newburyport was made a port of entry. Capt. Hodge was made surveyor which office he held until his death, June 24, 1816. He was the son of Charles and Elizabeth Titcomb Hodge and was married to Sarah Sewell.

CAPT. EDWARD WIGGLESWORTH,

Joined the Marine Society Nov. 5, 1772.

Died Dec. 8, 1826, aged 84 years.

Capt. Edward Wigglesworth was born in Ipswich in 1742, and after graduating at Harvard in 1761 removed to Newburyport and entered the employ of Nathaniel Tracy and Jonathan Jackson as supercargo and shipmaster. In 1776 as colonel he commanded a regiment raised in Essex, York and Cumberland Counties under General Gates. Under instructions from General Gates he went on board the fleet on Lake Champlain, the third in command in 1779, being in feeble health he resigned his commission and retired to private life. In accepting his resignation the following certificate was forwarded to him by the commander-in-chief:

"I certify that Edward Wigglesworth, Esq., hath served in the army of the United States of America with the rank of Colonel, commanding a regiment belonging to the state of Massachusetts Bay, and that he uniformly supported the character of an attentive, brave and patriotic officer."

Given under my hand at headquarters, Middlebrook, this nineteenth day of March, 1779.

GEORGE WASHINGTON.

Capt. Wigglesworth having lost all his property in the service of his country, was appointed collector of the port in 1792 by General Washington, which office he held until 1795. He was pensioned by President Munroe in his old age as a full colonel.

CAPT. WILLIAM FRIEND,

Joined the Marine Society Nov. 5, 1772.

Died Jan. 1, 1781, aged 52 years, 8 months, 4 days.

Coffin's history informs us "Aug. 21, 1777 Capt. William Friend in a sixteen gunship called the Neptune, built in Mr. Cross' yard, sailed, and when about a league from the bar overset and

sunk in sixteen fathoms of water, having on board sixty hands, only one drowned."

Jan. 1, 1781, Capt. Friend was cast away on Boon Island and drowned. March 9, 1776, was appointed one of the committee on safety.

CAPT. JAMES HUDSON,

Joined the Marine Society Nov. 13, 1772.

Died Nov. 29, 1792 aged 73 years.

Master from Nov. 20, 1772 to Nov. 28, 1781.

Capt. James Hudson was born in 1719. Of his life at sea we find no record. He became a member of the Marine Society when 53 years of age. He was of much assistance to the town during the Revolutionary war, was one of the committee of safety appointed by the town to execute the resolve of Congress, respecting the militia in 1774 and authorized to incur any expense which the safety of the town required. Among the independent companies formed was one by the Marine Society of Newburyport. James Hudson was captain, Thomas Thomas, David Coats, Michael Hodge and Samuel Newhall were the officers. They were called the Independent Marine Company, composed of 76 persons. Their colors were expressive not only of their profession, but combined the insignia of the state, and their sentiment in regard to war the standard being a blue anchor on a red field supported by a pine tree and olive branch. One rule they adopted was that every neglect of duty by an officer should be subject to double the penalty imposed on a private.

Capt. Hudson was for many years engaged in the manufacture of salt. The works were erected by him on the Salisbury shore in 1767. On June 18, 1777, the general court granted him the sum of 200 pounds to enable him to enlarge his works, and increase the production of salt.

CAPT. JONATHAN PARSONS, JR.,

Joined the Marine Society Nov. 13, 1772.

Died Dec. 29, 1784, aged 49 years.

First Master from Nov. 13, 1772 to Nov. 20, 1772.

Capt. Jonathan Parsons, Jr., was born at Lyme, Conn., April 25, 1735. During his life he was considered one of the most hon-

est and faithful shipmasters of his day, so strict was his known adherence to honesty and truth that it was frequently found that the West India merchants could trust to his report of his cargo without examination. On one of his voyages to Point Petre, a malignant fever seized upon an American captain there whom he attended and cared for some time after. On the passage from St. Martins to Turks Island, Capt. Parsons was taken sick with the same fever, and carried ashore at Turks Island, but not being able to have the care and nursing which his sickness required, he left there on Dec. 29, and went to sea, immediately grew worse and died the same day he left port. Capt. Parsons was one of the committee of safety in 1776. His funeral sermon was preached in the First Presbyterian church in Newburyport, Feb. 27, 1785, by Rev. John Murray.

CAPT. HENRY FRIEND,

Joined the Marine Society Nov. 13, 1772.

Died Jan. 10, 1820, aged 89 years.

Deputy Master from Nov. 13, 1772 to Nov. 4, 1774.

CAPT. DAVID COATS,

Joined the Marine Society Nov. 13, 1772.

Died June, 1791, aged 54 years, 7 months, 25 days.

Deputy Master from Nov. 28, 1782 to Nov. 24, 1791.

Capt. David Coats was a native of Gloucester, and before the war sailed as master in the employ of Nathaniel Tracy and Jonathan Jackson. Capt. Coats served in the legislature in 1783, 1784, 1785, and was one of the selectmen of the town. He commanded one of the four vessels which were sent from Newburyport by the merchants to drive the British out of Penobscot Bay, and in 1786 he commanded the brig Beaver, brig Hannah, and brig Mehitable in the West India trade.

CAPT. JOSEPH NOYES,

Joined the Marine Society Nov. 13, 1772.

Died Jan. 5, 1828, aged 89 years, 6 months, 1 day.

Capt. Noyes commanded the brig Lively.

CAPT. WILLIAM COOMBS,

Joined the Marine Society Nov. 13, 1772.

Died May 27, 1814.

Treasurer from Nov. 13, 1772 to Nov. 2, 1775.

Deputy Master from Nov. 2, 1775 to Nov. 6, 1777.

Master from Nov. 28, 1782 to Nov. 29, 1804.

Capt. William Coombs was born in 1736 and followed the sea in his early life, sailing in the sloop Three Friends, brig Peace, sloop Stork, brig Bee, brig Stork, schooner Fame, schooner Fox, schooner Port Packet. He was very prominent in town affairs after he retired from sea, being representative to the General Court in 1778, 1779, 1801, 1802. Trustee of Dummer Academy, founder of the Massachusetts society for promoting Christian knowledge. His last voyage at sea was in 1775 and was undertaken just before hostilities commenced, for the purpose of obtaining from Guadalupe arms and ammunition such as he knew would be needed in the coming conflict. On his return he surrendered his cargo to the town authorities without any stipulated recompense. Capt. William Coombs was one of the incorporators of the Merrimac Humane Society and one of its vice presidents. He was awarded a gold medal by the trustees for his heroic act in saving a child of Mr. Paul Plumer, who had fallen from a raft into deep water between 6 and 7 feet of water, off Coombs' wharf, Capt. Coombs being then over 76 years of age.

CAPT. JOSEPH ROWE,

Joined the Marine Society Nov. 13, 1772.

Died Nov. 27, 1797.

Capt. Joseph Rowe while in command of the ship Franklin, was captured by the British frigate Albion, sent to Plymouth and confined until March 18, 1777, when he was released. In Dec. 30, 1776, he was in command of ship Montgomery.

CAPT. THOMAS THOMAS,

Joined the Marine Society Nov. 13, 1772.

Disfranchised March 30, 1786.

Treasurer Nov. 7, 1776 to Nov. 6, 1777.

Capt. Thomas Thomas was born in Yales, Eng., in 1737. Before the war of 1775 he was in the employ of Michael Dalton, father of Hon. Tristram Dalton, U. S. Senator.

Capt. Thomas assisted in the formation of the company now known as the Newburyport Veteran Artillery Company, and was its first commander, with Capt. David Coats as captain lieutenant, Capt. Michael Hodge as first lieutenant, Capt. Samuel Newhall as second lieutenant, the company was formed in the winter of 1777 and its four principal officers were members of the Marine Society. In July, 1778, they marched as volunteers in the expedition to Rhode Island. In 1785, Michael Hodge, also a member of the Marine Society, was elected as captain of the company.

Capt. Thomas was one of the nine merchants to furnish four vessels of war for the disastrous expedition to Penobscot, viz:

Ship Sky Rocket, Capt. Burke.

Ship Monmouth, Capt. Alexander Ross.

Ship Vengeance, Capt. Thomas Thomas.

Brigatine Pallas, Capt. James Johnson.

In this expedition he was driven up the river by the British fleet, his ship was burned by order of the commodore to prevent her falling into the hands of the British and the crew took to the woods and on foot found their way back to Newburyport.

While in command of the "Yankee Hero" on March 1, 1776, Capt. Thomas captured the British brig Nelly, Capt. Robinson, bound from Whitehaven to Boston, her cargo consisted of 200 tons of coal and 10 tons of potatoes. Up to 1810 only two vessels had been built on the Merrimac exceeding 350 tons, these were the ship Caledonia, 357 tons, built at Amesbury in 1805, and the ship Maryland, built at Newbury, in 1807, both of these vessels were built for Capt. Thomas. In 1810 he built the ship Fingal, 382 tons, brig Gossamer, 224 tons. May 27, 1795 Capt. Thomas bought the house now known as the Dexter house for £2000. He died Aug. 2, 1796. His children sold the house to Timothy Dexter, Aug. 15, 1798, for \$6360.

CAPT. JOSEPH NEWMAN,

Joined the Marine Society Nov. 13, 1772.

Died at Gloucester, Jan. 11, 1788.

Capt. Joseph Newman in his will, probated Aug. 25, 1778, left his house, barn, notes of hand and a quarter part of the

schooner Sally, and a quarter part of her cargo, his store and forty rods of land, situated in New Lane, to his wife Sarah. He was master of the brig Industry.

CAPT. WILLIAM P. JOHNSON,

Joined the Marine Society Nov. 13, 1772.

Died June 4, 18904.

Deputy Master from Nov. 24, 1796 to Nov. 29, 1804.

Capt. Johnson was in command of the brig American Hero in 1776, brig William in 1783, brig Sally in 1785, brig Industry in 1789, brig Henry in 1781. Capt. Johnson after retiring from the sea became a successful merchant and importer of foreign goods. At his decease the inventory of his estate amounted to more than \$116,000, including the brigantine Elizabeth Coates and her cargo consisting of 88 hhds. sugar, 6182 gallons of molasses, one-half of invoice of schooner Polly and Sally, \$3800 freight money of brigantine Ann from Trieste, \$300 real estate, dwelling house and barn on Federal street valued at \$8000, wharf and three stores on Water street \$12,000, old house and land on Water street \$2000, farm and buildings thereon at Byfield, \$10,000.

CAPT. ANTHONY KNAP,

Joined the Marine Society Nov. 13, 1772.

Died at Demarara, Sept. 25, 1792, aged 50 years.

Capt. Knap was born in Newbury, Jan. 29, 1743, and was the son of Nathaniel and Sarah Hart Knap, was first lieutenant of the privateer brig Dalton of Newburyport and was captured by the English Man of War Reasonable, Dec. 24, 1776 and carried to England and confined in the old mill prison at Plymouth. After a confinement of sixteen months, he escaped. A clergyman, Rev. Robert Heath, was very kind to him while in prison and on his return home he named his first child Robert Heath Knap in grateful remembrance of his friend.

CAPT. ELEAZER JOHNSON, JR.,

Joined the Marine Society Nov. 13, 1772.

Died June 22, 1788.

Capt. Eleazer Johnson, Jr., sailed from Newburyport Nov. 15, 1776, in command of privateer brig Dalton mounting 18 carriage guns and 16 swivels with 120 men. From a journal kept by Mr. Samuel Cutter, clerk to Capt. Johnson, we glean the following incidents of his cruise. "Dec. 24, 1776, Lat. 44N. Long. 14W., we were captured by the English ship Reasonable, 64 guns, they boarded us sword in hand and sent us all on board their ship without suffering us to take our clothes. Upon our arrival into Plymouth harbor we were transferred to the ship Bellilse. Feb. 7, 1777 we were again transferred to the ship Torbay, 74 guns, where we were confined between decks in a pen built forward much like a sheep pen, so small we could not all lie down at the same time. Feb. 13, we were again transferred to the frigate Burford, 70 guns, George Bowger commander, a man of humanity, tenderness and compassion. May 7 we were again transferred to the ship Blenheim, 90 guns, Capt. Hartwell. June 2, 1777 Capt. Johnson and seven others belonging to the Dalton were sent on shore and confined in the Mill prison. Among the prisoners confined were Anthony Knap, Henry Lunt, Offin Boardman, all of whom later in life became members of the Marine Society.

We were all committed to the largest prison, 132 feet by 23 feet, without any distinction, officers, people and negroes all in the same room. We were treated worse than the French were last fall in this same prison. Pens, paper, ink, candles, rope, etc., were debarred us and no person was allowed to come into the outer yard to speak to us. Our food consisted of 3-4 pound beef, one pound bread, and 1 quart ordinary beer for 24 hours. Oct. 26, 1777, many of them escaped and arrived home in December."

CAPT. JEREMIAH PEARSON, JR.,
Joined the Marine Society Nov. 13, 1772.

Died at sea, July 25, 1800.

CAPT. JOSEPH CHOATE,
Joined the Marine Society Nov. 20, 1772,
Disfranchised Sept. 24, 1778.

Deputy Master Nov. 4, 1774 to Nov. 2, 1775.

CAPT. JOHN BARNARD,
Joined the Marine Society Nov. 20, 1772.

Expelled Nov. 29, 1781.

CAPT. MOSES HALE,

Joined the Marine Society Nov. 20, 1772.

Disfranchised Nov. 29, 1781.

CAPT. WILLIAM NOYES,

Joined the Marine Society Jan. 7, 1773.

Died Nov. 7, 1831, aged 92 years.

Capt. Noyes sailed in the brig Betsey, brig Lively, schooners William, Sally and Amazon. He was captured during the war by a British cruiser and himself and crew confined in Dartmouth prison, England.

CAPT. JAMES NICOLL,

Joined the Marine Society Jan. 7, 1773.

Died Oct. 20, 1789.

CAPT. WILLIAM STICKNEY,

Joined the Marine Society Feb. 4, 1773.

Died July 30, 1800.

Treasurer Nov. 2, 1775 to Nov. 7, 1776.

CAPT. NATHANIEL NOWELL,

Joined the Marine Society May 6, 1773.

Disfranchised Aug. 29, 1816.

Capt. Nowell sailed in schooners Atlantic, Hazard, and brig Hope, and schooner Dolphin. While in command of brig Betsy was captured by the British and taken to Port Dolphin.

CAPT. WILLIAM COFFIN,

Joined the Marine Society June 3, 1773.

Expelled Oct. 6, 1774.

CAPT. JOHN BUNTIN,

Joined the Marine Society Oct. 7, 1773.

Died 1787, aged 57 years.

Capt. Buntin commanded the brig America.



CAPT. MOSES BROWN.

CAPT. JAMES JOHNSON,

Joined the Marine Society March 3, 1774.

Died at sea, Dec. 25, 1784.

CAPT. ROBERT JENKINS,

Joined the Marine Society March 3, 1774.

Dec. 1821, Capt. Jenkins was presented with two goblets by the Merrimac Humane Society for saving two young lads from drowning.

CAPT. MOSES BROWN,

Joined the Marine Society Oct. 6, 1774.

Died at sea, Jan. 1, 1804, aged 61 years, 11 months, 8 days.

The following narrative of Capt. Moses Brown was written by his great-grandson, Hon. Moses Brown, mayor of the city of Newburyport in 1901.

Capt. Moses Brown, born Jan. 23, 1742. He was fourth in descent from Nicholas Brown, who came from Warwickshire and settled in Lynn in 1630.

Capt. Brown was the son of Edward Brown of Salisbury, (Ring's Island), who was captain of a company during the old French war, 1759-60.

In the year 1757, Moses Brown, being then 15 years of age, was apprenticed to Capt. William Coffin to go to sea, and at once sailed on his first voyage, which was to Halifax. During his apprenticeship he was employed in many small vessels on voyages to the West Indies and to ports upon our own coast.

In 1761 he was one of the crew of schooner Phebe, James Robinson, master. The schooner was employed by the British government as a transport for stores and troops between New York and Louisburg, and it was in that vessel that Brown had the first of his many experiences in naval warfare. On a passage from New York to the West Indies, the Phebe having on board a company of Highland soldiers, became parted from her convoy and fell in with two French privateers. She engaged them both, the captain was wounded, the lieutenant killed with seven others. Among the wounded was young Brown, then 19 years of age and still apprentice to Capt. Coffin. The schooner after the action made her way to Guadaloupe, where Brown remained in the hos-

pital two months. He reached home in due time and was employed in short voyages until the end of his apprenticeship in 1763. September 6th, 1764, he was married to Sarah Coffin of Newburyport, and on the 14th day of the same month he sailed away for the West Indies.

During the years 1763-64-65-66-67 he was constantly employed at sea. In 1767 his old master, Capt. Coffin, gave him command of the sloop *Susannah* in which vessel, and others he continued as master until 1772. During one of his voyages in 1765, he had the small pox severely, was supposed to be dead, was wrapped in canvas and was about to be launched into the deep, when the captain thought that he saw some slight movement. He ordered the lashings to be cut, the supposed corpse was taken below and afterward recovered.

In 1772 Capt. Brown took command of the brig *Martha*, and in 1774 made a voyage in the brig *Betsey*, visiting Cadiz and Barcelona in Spain, Venice in Italy, thence to England, thence to the Mediterranean, returning to London in 1776. He had previously sold his vessel and he records in his journal that he remained in England two months "seeing the fashions of London. He arrived at his home in Newburyport Dec. 1, 1776.

To use his own expression, he found the country all in arms. Early in 1777 he took command of the brig *Hannah* and sailed for the West Indies, but in 48 hours was captured by the British frigate *Diamond* and was sent to a prison ship at Rhode Island.

In July Capt. Brown reached his home once more, and took command of the privateer ship *Gen. Arnold* of 18 guns. He commanded the *Arnold* during three cruises, fighting many warm battles and taking various prizes. During the third cruise, however, he was captured by the 50 gun ship *Experiment*, and was for some time again a prisoner of war.

In November Capt. Brown was exchanged and after 14 months' absence arrived at his home, as he says "without money or goods, only one poor heart and that almost broken with hardship."

During the years from 1780 and to the end of the war in 1783 Capt. Brown made voyages to Europe in command of armed vessels, among others the brig *Mercury*, and the ships *Minerva* and *Intrepid*. The *Intrepid* mounted 20 12-pounders, and her cargo on one voyage was said to be worth \$436,000.

After the peace from 1783 until 1798, Capt. Brown was almost constantly employed in various voyages, visiting ports in Ireland and in England, the West Indies and South America.

On Saturday, Jan. 23, 1790, at Paramaibo, Capt. Brown records in his journal, that it being the 48th anniversary of his birth, Capts. Wheelwright, Wills and Holland, all of Newburyport, dined with him.

In 1798 during the quasi war with France, the merchants of Newburyport built and loaned to the government, the armed ship Merrimac. She was rated as a sloop of war, was 467 tons burthen mounted 28 guns and had a force of 350 men. Capt. Brown in 1798 received his commission as captain in the navy and was appointed to the command of the Merrimack. The other officers were: Michael Titcomb, first lieutenant; Samuel Chase, second lieutenant; Jonathan Titcomb, sailing master; Joseph Brown, 3rd, first midshipman; Nathan Fletcher, second midshipman; Benjamin Whitmore, third midshipman; Nathaniel Bradstreet, surgeon.

The Merrimack made three cruises to the West Indies of about six months each. She made a fine record, taking some French vessels of war and fighting numerous actions. She acted as a convoy for fleets of merchant vessels, retaking a number of prizes from the French.

In 1800 the war ended and the Merrimack, with most ships of her class, was sold by the government, and the captains and other officers were generally dismissed.

After 1800 Capt. Brown resumed the practice of his profession in the merchant service, and on Jan. 1, 1804 being homeward bound from Guadaloupe he was seized with apoplexy, dying at the age of 62 years, in sight of Long Island, where he was buried in the sea.

[NEWBURYPORT HERALD, SEPTEMBER 1, 1799.]

Navy Department, Sept.. 7, 1799.

Extract from a letter from Capt. Moses Brown, U. S. ship Merrimack, to the secretary of the navy, dated at sea, August 10. I captured last Tuesday the Letters of Marque Bonaparte from St. Bartholomew, with a cargo of beef, pork and dry goods, and carried her safe into St. Christopher, worth about \$20,000.

CAPT. PETER ROBERTS,

Joined the Marine Society Nov. 4, 1774.

Capt. Roberts was master of the brig Lark.

CAPT. JOSHUA HILLS,

Joined the Marine Society Jan. 5, 1775.

Died Oct. 18, 1780, aged 40 years.

CAPT. WILLIAM NICHOLS,

Joined the Marine Society May 2, 1776.

Died April 20, 1784, aged 33 years.

Capt. William Nichols was born in 1751. In his early life he followed the sea, serving during the Revolutionary war in 1776, both on land and sea. He was in command of the ship Monmouth in the Penobscot expedition in 1779, which ship was burnt with the fleet in that river by orders of the commodore to prevent their falling into the hands of the enemy, and he with his crew were forced to travel on foot through, what was then an unbroken wilderness, to his home. Afterwards he was a merchant doing business on Ferry wharf, while his residence was on Middle street, where his son William was born in 1781, who afterwards became a member of the Marine Society in 1811.

CAPT. ANDREW GIDDINGS,

Joined the Marine Society Jan. 2, 1777.

Died 1779.

Capt. Giddings was master of brig Sukey in 1776.

CAPT. JOSEPH STANWOOD,

Joined the Marine Society Feb. 6, 1777.

Disfranchised June 28, 1781.

Capt. Stanwood during the war of 1812 was in command of the privateer schooner Yankee, which was captured on her second cruise and sent to Barbadoes, and put on board the prison ship, where 600 prisoners were confined. They were well supplied with food, having an allowance of one-half pound good bread, one-half

pound of good salt beef, one pound of sweet potatoes and all the water they desired. The Yankee's crew were released in 1813.

CAPT. JOHN FLETCHER,

Joined the Marine Society April 3, 1777.

Died Aug. 8, 1792, aged 50 years.

Treasurer from Nov. 29, 1781 to Nov. 30, 1786.

Capt. Fletcher was commander of brig Eliza.

CAPT. NICHOLAS JOHNSON,

Joined the Marine Society April 3, 1777.

Died Oct. 30, 1825, aged 73 years.

Treasurer from Nov. 30, 1786 to Nov. 27 1800.

Deputy Master from Nov. 29, 1804 to Nov. 27, 1806.

Master from Nov. 25, 1813 to Nov. 25, 1824.

Capt. Johnson was appointed by the Navy department at Trenton, N. J., in 1798, as agent to purchase all the supplies needed for the ship Merrimack, being built in Newburyport, as a gift to the government.

Capt. Johnson commanded the ship Count DeGrasse and was the first ship to hoist the American flag in the river Thames, London after the close of the war. He was one of the founders of the Merrimac Humane Society in March, 1804, vice president in 1807. The society erected huts on Plum Island and published directions how to find them if cast ashore. These huts were furnished with all life saving apparatus and restoratives. Capt. Johnson was one of the selectmen in 1790, 1791, 1802. Representative to the General Court in 1803.

[THROUGH THE KINDNESS OF MISS EDITH WILLS.]

Navy Department, Trenton, Sept. 1, 1798.

Sir:—It being necessary that a person of character and judgment should be appointed to act as the agent of the public in superintending the equipment of the ship building at Newburyport by the patriotic subscriptions of your citizens, and as you have already had an agency as I am informed with respect to her, and are mentioned in favorable terms by Mr. Bartlett, I request that you will undertake to act for the public also. I enclose for your government a list of the articles considered as necessary for a ship of that force and it will be desirable that the whole

of them should be supplied from there. If, however, you should find that there are any other of the articles contained in the enclosed list that you cannot furnish, please to send to me an exact list of them that they may be sent to you in time. The customary commission allowed to the navy agents in other ports is 2 per cent. on the amount of expenditures and you will charge the same, with which I hope you will be content, as you will also possess the gratification of rendering service to your country at this important period. It is more desirable that you should furnish the whole of the supplies, as the situation of Philadelphia and New York in consequence of the prevailing fever will render very uncertain the obtaining them from either of these places.

In order that you may commence your purchases, I have directed a remittance of two thousand dollars to be sent you, and when you require further sums you will please to advise me and they shall be forwarded. I have the honor to be sir,

Your most obedient servant,

BENJAMIN STODDARD,
Secretary of Navy.

To Capt. Nicholas Johnson, Newburyport.

Capt. Nicholas Johnson was also agent for the U. S. ship Warren and Connecticut.

CAPT. AMOS TAPPAN,
Joined the Marine Society July 3, 1777.
Died 1777.

CAPT. JAMES BROWN,
Joined the Marine Society Oct. 2, 1777.
Died —.

CAPT. ISAAC GREEN PEARSON,
Joined the Marine Society Nov. 26, 1778.
Died at Dorchester, April 24, 1821, aged 74 years.

CAPT. ENOCH PIKE,
Joined the Marine Society Nov. 26, 1778.
Died in the West Indies, Dec. 13, 1789.

Capt. Pike in command of the ship Count DeGrasse, arrived into Newburyport, Sept. 6, 1784, with the small pox among the crew.

CAPT. JAMES TILESTON,

Joined the Marine Society Nov. 26, 1778.

Died at Plymouth, England, June 5, 1788.

Jan. 20, 1777, the English Frigate Thetis, 32 guns, arrived into Plymouth, England, with the brig Triton, Capt. James Tileston, master, which they had captured. The Triton was on her passage from Newburyport to Bilbao. Capt. Tileston made his escape in two days.

CAPT. JOHN CALEF,

Joined the Marine Society Nov. 26, 1778.

Died at sea, Feb. 9, 1782, aged 28 years.

Capt. Calef was lost on Plumb Island, being one of ten in a Newburyport vessel which was cast ashore. Seven of the crew attempted to reach the beach in their boat and were all lost. The three who remained on board were saved.

CAPT. WILLIAM KNAP,

Joined the Marine Society Nov. 25, 1779.

Died July 28, 1805.

Capt. William Knap; son of Samuel and Mary Robinson Knap, was born in Newburyport, Nov. 24, 1742. He commanded the armed brig Pallas during the Revolutionary war, and in Nov. 1779 he captured a large British ship bound from Newfoundland to Lisbon. After the war he commanded the sloop Sally, brig Peggy, Peace and Plenty in the West Indies trade.

CAPT. WILLIAM FARRIS,

Joined the Marine Society Nov. 30, 1780.

Resigned Jan. 9, 1790.

Died Nov. 26, 1837, aged 84 years.

Capt. Farris was born in Belfast, Ireland, in 1750. He came to Newburyport when 12 years of age, entering the navy when quite a young man as a midshipman in the frigate Boston, and afterward as lieutenant and commander in the privateer service. After the close of the war he formed the banking house of Farris & Stocker, doing business with the French refugees. For some years

he was president of the Marine Insurance Company, a member of the legislature for several years, and held various office in the affairs of the town. On one of his voyages while in the ship *Ariadne* as supercargo from Alexandria bound to Cadiz with a cargo of 5000 barrels of flour, was captured by the U. S. brig of war *Argus*, the cargo being Spanish property, she was carried into Philadelphia.

CAPT. EBENEZER STOCKER,

Joined the Marine Society Nov. 30, 1780.

Disfranchised Aug. 29, 1816 .

Capt. Stocker was associated with Capt. William Farris in the banking business. Was president of the Marine Insurance Company from 1799 to 1819, one of the founders of the Merrimac Humane Society in 1803, and treasurer Sept. 6, 1803. He held the office of selectman of the town in 1796-1797.

CAPT. JOHN COOMBS,

Joined the Marine Society Nov. 30, 1780.

Died Feb. 20, 1833, aged 87 years.

Deputy Master from Nov. 25, 1813 to Nov. 24, 1814.

Capt. Coombs commanded the following vessels in the West Indies trade, viz: Schooners *Polly*, *Blossom*, *Lydia*, *Hannah*, *Ann* and *Betsey*.

CAPT. ABRAHAM TOPPAN,

Joined the Marine Society Nov. 30, 1780.

Died at sea, April 1782, aged 40 years.

Capt. Toppan was engaged in the West Indies trade on May 15, 1781. He arrived into Newburyport in the brig *Vulture* with the small pox on board and was quarantined at Plumb Island. Capt. Toppan was born at Newbury, in 1774, son of Edward and Sarah Bailey Toppan, he served in the Revolutionary war with his uncle, Col. Moses Little, at Bunker Hill, was master of ship *Ruby*, dying on board ship of yellow fever and was buried at sea.

CAPT. WILLIAM ARMSTRONG,

Joined the Marine Society Nov. 29, 1781.

Died July 6, 1797.

CAPT. GEORGE RAPALL,

Joined the Marine Society Nov. 29, 1781.

Died Dec. 1783.

CAPT. BENJAMIN CONNOR,

Joined the Marine Society Nov. 9, 1781.

Disfranchised Nov. 28, 1799.

CAPT. PHILIP AUBIN,

Joined the Marine Society Nov. 29, 1781.

Died at Guadaloupe, Aug. 25, 1801, aged 51 years.

Capt. Aubin commanded the brigs Active, Robert, Peggy, Betsey, Hannah and Vulture and bark Ossipee.

CAPT. THOMAS TRACY,

Joined the Marine Society Dec. 6, 1781.

CAPT. WILLIAM RUSSELL,

Joined the Marine Society Nov. 27, 1783.

Died March 9, 1818.

Deputy Master from Nov. 27, 1800 to Nov. 29, 1804.

Capt. Russell was in command of a small vessel called the Gen. Ward, and fitted out as a privateer, carrying only twelve men. Her armament consisted of one musket for each man and one small swivel gun. Notwithstanding this small force they captured two British brigs.

Capt. Russell kept store on Market Square and gave out provisions to the sufferers by the great fire of 1811. He commanded the schooner Rising Sun and the ship William.

CAPT. WYATT ST. BARBE,

Joined the Marine Society Nov. 25, 1784.

Died Nov. 14, 1811.

Deputy Master Nov. 26, 1807 to Nov. 24, 1808.

The following letter sent first to the Department of State and forwarded by him to Capt. William Coombs, president of the Marine Society of Newburyport, contains a narrative of the bitter experiences of Capt. Wyatt St. Barbe:

Department of State, June 3, 1796.

Sir:—The enclosed letter addressed to you and the members of the Marine Society of Newburyport from Capt. Wyatt St. Barbe, came to me unsealed, under cover from Mr. Culsam, the counsel of the United States at Teneriff. Presuming it was left open for the information of this department, I have taken a copy of it to add to the mass of evidence of inquiries received from British armed vessels. I am sir,

Your most obedient servant,

TIMOTHY PICKERING.

To Capt. William Coombs, President of the Marine Society, Newburyport, Massachusetts.

Teneriff, 22nd March, 1796.

Capt. William Coombs, President, and the Members of the Marine Society of Newburyport, Mass.

Gentlemen:—I have wrote you this epistle for the information of my brethren of the society and all others whom it may concern, as a caution to them to avoid erring as I have done. I chartered my ship to Mr. John Soren of the house of Holiske and Soren of Boston for a voyage from Harmon Hamburg, to Surinam, and back to Hamburg, and left the river Elbe on the 5th of January last and on the 25th following, being in the Latt. 44-1 N., Long. 18-13 W., and at 2 p. m., I saw a large ship in the S. W. quarter apparently in distress and made immediately for her, and at 4 o'clock spoke her. She proved to be a British transport with troops on board from Cork, bound to the West Indies, in very leaky and distressed situation, both pumps constantly going, called the Isabella, belonging to Liverpool, and commanded by a Charles Potter. Capt. Potter then came on board my ship and informed me of his destination and desired I would see him into Coruna or Lisbon. I told him my ship was chartered at a very high freight and that it would ruin my voyage by going back to either of those places, but that I was willing to see him safe to the Western Islands, Maderia or the Canaries, and render him every other service in my power, that I was willing to accommodate as many of the gentleman officers as I conveniently could and land them in any of the afore-said islands. With this, Potter seemed satisfied and said he believed it would do, that he would send to the commodore of the troops for his approbation, but in lieu of this he sent an information that I and my ship were French, the cargo was French or Dutch property, and of course a good and legal prize.

Receiving immediate assistance was soon supplied with an armed party, who then drove Mr. Sorens, my supercargo, and my chief mate with eight of my sailors into his boat at the point of the bayonet and sent them on board the Isabella, prisoners. All this was done before Mr. Potter had seen a single scrip of my papers. My ship then being manned from the Isabella, with an addition of fourteen soldiers, two officers and doctor, (I think I was well guarded, don't you gentlemen?) On the next day Mr. Potter thought it proper to inform me that the ship Enterprise was his, and that he should after arriving off Lisbon (which we could not fetch) would despatch us on for Barbadoes, for he was positive sure the

ship had double setts of papers, and the cargo French and Dutch property. After examining all my papers, both private and public, taking from me my invoice, bills of lading, shipping papers, Hamburg clearance and several others, which he thought proper to keep from me, then went and rummaged the hole, breaking open several cases and boxes, taking from each what he thought proper and carried it off with him, and all this is done in retaliation for my benevolence and hospitality, endeavoring to render every service in my power. This is certainly a very great warning to me how I relieve another ship in distress. After our arrival here in this port, Potter detained Mr. Soren and my chief mate two days, prisoners on board the Isabella, and also endeavored to detain me on board the Enterprise until the British Consul (who was then at the Grand Canaries) should arrive. Potter taking it upon himself to load the Enterprise with baggage and soldier's stores from his old ship Isabella, (which is now condemned for only being rotten and in danger of sinking in this road), and is determined to take us to Barbadoes and their condemned ship and cargo, also taken every means to corrupt my sailors in order to make them swear the ship is either Dutch or French property, no matter which, and for which reason he has kept them on short allowance of bread and water, and has kept my carpenter several days in irons. I have had the pleasing satisfaction since our arrival here to be in company with every one of the British officers, who have declared not only to me, but to most of the principal merchants in this place, that when Potter boarded my ship he sent his boat back and demanded immediate assistance as my ship and cargo was a lawful prize, when, as I said before, he had not seen a scrip of my papers. I cannot say too much in praise of the commander of the British troops and all his officers for their kind, polite and genteel behavior to Mr. Soren and Mr. Harlow, my chief mate, both of whom speak very highly of the civilities received from those gentlemen during their stay on board the Isabella. Mr. Potter told Mr. Soren that I was positively a Frenchman and the cargo was also French property, that I was one of the greatest rascals on earth, and that he had sufficient papers to hang me in England, (great encouragement for me to be sure of saving the lives of 300 of his Britanick Majesty's subjects), at the same time telling Mr. Soren that he did not think he could condemn the property, only a part of the cheese as being Dutch. The ship Enterprise is now destined to carry 150 of those troops with their stores, provisions and water with a part of the Isabella's crew. I think we shall be very well stowed with the cargo which was brought from Hamburg. Mr. Soren quits me here and intends for England, by whom I shall send my protest against Mr. Potter and his owners at Liverpool, and now gentlemen, I am confident that if justice takes place on my arrival at Barbadoes, I shall be acquitted with honor, being conscious of not having a single scrip of paper nor anything else, except the cargo which was all taken on board at Hamburg, that can lay any claim to our being anything more than what I always profess to be, and you have always known me a true and lawful citizen of the United States of America, what ever be the decision of the Court of Admiralty at Barbadoes. As soon as decided I propose to

proceed for England, and if they give me up my ship again, I will proceed immediately to Liverpool and there deliver her up to Mr. Potter's owners as I have no power to act without Mr. Soren, and what is still more aggravating, most of the cargo will be ruined. I will thank you to make as much of this public as will be sufficient to warn all Americans how they relieve a British vessel in distress. I shall write you from the Barbadoes as soon as I know my fate. You will please to let Mrs. St. Barbe see this letter, as I only write her a few lines. In hope of being out of my difficulty in a few months, I remain, gentlemen of the Marine Society, your brother and very humble servant,

WYATT ST. BARBE.

N. B. We expect to leave this place in three or four days at farthest. Mr. Potter's owners of the *Isabella* are Messrs. Tarlton and Backhouse, Liverpool.

Barbadoes, Aug. 27, 1796.

Capt. William Coombs, President and Members of the Marine Society of Newburyport:

Gentlemen:—I wrote you a letter from Teneriff, dated sometime about the 25th of March last, giving you a just and true account of the proceedings and treatment I met with from Charles Potter, commander of the British transport, called the *Isabella* (condemned at that island) from the time of my being captured until the date of that letter, which I hope you received, as I sent a duplicate by way of England.

On our arrival at this island, which was about the 16th of April, Potter told me I had run my rigs long enough and that I had nothing now to do with either ship or cargo, that both was his property and gave his officer particular orders not to suffer me to go on shore on any pretence whatever. However, by the assistance of the British officers (who are gentlemen in the true sense of the word) I got on shore in spite of all Potter's malice, who declared the ship and cargo to be already condemned as French and Dutch property and fourteen days before the libel was filed in the Court of admiralty against the ship, during which time Potter did his utmost to endeavor to get all my people impressed with the British service, except two whom he had corrupted and concealed in the country for his own evidence, and to deprive me of mine and on filing my claim in the Court of Admiralty for the benefit of the owners of the ship and the cargo. I really did expect to have had the whole condemned as I had not a single acquaintance in this island that I could apply to for my security for costs of court in case of condemnation, neither had sufficient money to pay my law charges, when to my agreeable surprise, two gentlemen entire strangers to me, by name Waldron and Evans, came forward and offered and did give the security demanded by the court for costs in case of condemnation. I was then advised by my proctor and counsel to file a petition to oblige Potter to give security for the like sum (which was £500 sterling) in case the ship and cargo should not be condemned, as good and lawful prize.

Fourteen days was allowed him to procure that security, which he either would not or could not procure, but made his escape and run off.

Of course the libel was thrown out of court and the ship was delivered up to me and the remains of the cargo (for a great part of it was plundered by Potter and his prize master), to be delivered to the martial, to be sold and the net proceeds to be delivered to me for the benefit of those concerned. I then thought my troubles at this island nearly at an end. I was then advised by my proctor and counsel to file a petition for damages, which I did, and then commenced putting the ship in repair again in order to be ready to sail immediately after judgment was given, when to my utmost surprise and mortification an old villain of a Prussian doctor, that was passenger with me from Hamburg to Surinam, had got himself greatly in debt here, and in order to extricate himself and in hopes of getting something handsome for his treachery, which he will be very much mistaken in, came forward in the court and declared that he always understood the ship was French and the cargo Dutch property, upon which the Advocate General filed a libel against the ship in behalf of Charles Potter, which was immediately thrown out of court, whereupon the Advocate General immediately replied that as Charles Potter's commission did not extend to the making reprisals on Dutch property, that he himself would file a libel in behalf of the King as a Droit of the Admiralty, and immediately attached what property was ordered to be delivered to me by the martial in the martial's hands, and insisted on my giving good security for what I had already received, and even went so far as to say that I ought to be imprisoned until I had given the security. But the judge would not admit of no such thing as I had paid my former court charges and it was impossible for them to be refunded, and thus I stand, not knowing how it will end as nothing yet has been done. It is almost five weeks since I had my sails unbent and taken on shore, and I hope and pray the Lord in his infinite goodness will send the devil running a hunting with the Advocate General of this island, the King of Great Britain, and the whole of the parliament and all their junts, and whenever I step aside to the assistance of another British vessel in distress, I hope to sink along side of her, and I sincerely wish and hope it may be the fate of every true American that ever presumes to give assistance to any of the ships belonging to this imperious nation. I am, gentlemen, your obedient servant and brother of the Marine Society of Newburyport,

WYATT ST. BARBE.

CAPT. PETER LE BRETON,

Joined the Marine Society Nov. 25, 1784.

Died Feb. 24, 1813.

Clerk from Nov. 30, 1815 to Nov. 29, 1827.

Capt. Le Breton commanded brig Peter and ship William Johnson.

CAPT. JOHN O'BRIEN,

Joined the Marine Society Nov. 25, 1785.

Resigned Nov. 27, 1817.

Capt. O'Brien sailed from Newburyport June 9, 1779, in the armed schooner *Hibernia*. On June 21st he captured an English brig and sent her in. July 7 took an English schooner and sent her to Newburyport. July 10 took a ship carrying thirteen four pounders, the same day took a brig and a schooner loaded with molasses and sent them to Newburyport. July 11 took a brig in ballast and sent her in. He later attacked the British cruiser *General Pattison*, but after two hours battle, was compelled to withdraw being somewhat shorthanded, having but sixty men, when he left on June 9 and had taken three brigs, two schooners and one ship in three weeks.

CAPT. BENJAMIN FELT KNAP,

Joined the Marine Society Nov. 24, 1785.

Died at Martha's Vineyard April 28, 1803, aged 49 years.

Capt. Benjamin Felt Knap was the son of Nathaniel and Sarah H. Knap. He was born in Newbury, Mass., March 23, 1754. In 1795 he was taken by an English frigate and robbed of \$15,000, \$5,000 belonging to himself, and the remainder to his owners. In 1798 he commanded the ship *John and Martha*, owned by Capt. John Wills and was destroyed by the French government. He died at Martha's Vineyard on his passage home in the schooner *Polly* from Havana.

CAPT. HENRY LUNT,

Joined the Marine Society Nov. 30, 1786.

Expelled Nov. 28, 1799.

Capt. Henry Lunt was with Capt. Eleazer Johnson in the privateer *Dalton* when she was captured by a British man of war and confined in the Mill prison for over two years. He was subjected to rigorous treatment on account of his twice attempting to escape. On one of these efforts he received a severe wound in his thigh in trying to force himself through the grating of the prison sewer. Being caught, he was put into the "Black Hole," where his wounds receiving no attention, the flesh mortified, and was obliged to be cut away and the bone scraped. He was finally released through the intervention of Benjamin Franklin. He then went to France and shipped as midshipman on board the "*Bon Homme Richard*," under command of Paul Jones. After destroy-

ing many vessels, he arrived in Philadelphia in 1781. He then joined the new ship *Intrepid* as first lieutenant, fitted out by Nathaniel Tracy, and commanded by Moses Brown. On a voyage of one year and a half he had one-half million dollars to her credit. Mr. Lunt's prize money amounted to 4098 francs. Afterwards he entered the employ of Tracy & Stocker in the merchant service, making twenty-five voyages. He died in 1805, and his widow was pensioned by the government.

CAPT. RICHARD TAPPAN,

Joined the Marine Society Nov. 29, 1787.

Disfranchised Aug. 29, 1816.

Capt. Tappan was master of the brig *Olive Branch* and brig *Vulture* in the West India trade.

CAPT. EDMUND WINGATE,

Joined the Marine Society Nov. 29, 1787.

Resigned Oct. 27, 1791.

Capt. Wingate commanded schooners *Hope*, *Tom*, brigs *Alexander*, *Sally*, *Catherine*, and ships *Mary* and *Essex*.

CAPT. ENOCH KNAP,

Joined the Marine Society Dec. 25, 1788.

Died in 1791.

Capt. Enoch Knap was in command of ship *Dolphin* when confiscated by the British in 1794.

CAPT. CHARLES C. RABOTEAU,

Joined the Marine Society Nov. 1791.

Capt. Raboteau was in command of the ship *Yorrick* in 1807, also brigs *William* and *Henry*. Nov. 19, 1808, was wrecked in the ship *Amsterdam* on the coast of Holland.

CAPT. MICHAEL TITCOMB,

Joined the Marine Society Nov. 25, 1791.

Died Jan. 21, 1821, aged 65 years.

Capt. Michael Titcomb, born in 1750, who served for three years in the commander-in-chief's guard, died in Newburyport, Jan. 21, 1821.

Capt. Michael Titcomb was appointed by the town in 1776 to assist the selectmen in devising and preparing for attack and defense. He was in command of brig Success.

From Newburyport Herald, Jan. 23, 1821:

OBITUARY NOTICE.

In this town on Sunday last, Capt. Michael Titcomb, aged 65 years. At the time of our Revolutionary struggle he entered the service of his country and was selected as one of General Washington's body guard, in which service he had several narrow escapes. In 1798 he was appointed as first lieutenant on board the United States ship Merrimack, built in this town. Since he left the United States service he has been in the merchant service from this port, to the full acceptance of his employers.

CAPT. SEWALL TOPPAN,

Joined the Marine Society Nov. 25, 1791.

Died Oct. 28, 1838, aged 75 years.

Treasurer from Nov. 28, 1811 to Nov. 30, 1815.

Capt. Toppan commanded brigs Lucy, Betsy, Carthage, Snow, America and Nancy. Aug. 9, 1813 while on a trip from Boston to Newburyport with a valuable cargo, he was chased into Squam by the English privateer Dart, of five guns, a 4-pound shot having been fired between her masts.

CAPT. BENJAMIN PEARSON INGALLS,

Joined the Marine Society Nov. 25, 1791.

CAPT. BENJAMIN WYATT,

Joined the Marine Society Nov. 29, 1792.

Died March 31, 1851, aged 89 years.

Treasurer from Nov. 29, 1804 to Nov. 28, 1811.

Capt. Wyatt was chosen by the town to consider its defenses, in 1814. He was in command of brigs Olive Branch and Dove, schooners Sally and Essex.

CAPT. THOMAS GREENLEAF,

Joined the Marine Society Nov. 29, 1792.

Lost at sea Jan. 9, 1793.

Capt. Greenleaf was in command of brig Elizabeth Coates.

CAPT. THOMAS ADAMS,

Joined the Marine Society Nov. 29, 1792.

Lost at sea, 1795.

While in command of the schooner Fox in 1779 his vessel was confiscated by the British. He also commanded the brigs Stork and Nancy. April 7, 1795 at Port De Paix, he was fined 3000 livres for landing a cask of wine in his boat, which he had disposed of to an individual on shore.

CAPT. JOHN BAGLEY,

Joined the Marine Society Nov. 28 1793.

Disfranchised Nov. 26, 1795.

Capt. Bagley sailed in the employ of William Wyer in the West Indies trade. We append an invoice Capt. Bagley carried to a market in the West Indies in the schooner Regulator, with the invoice cost:

33400 feet board plank and joist at \$12	\$396.00
1 3-4 m hoops at \$25	43.75
100 shaken hhds.	50.00
40 molasses hhds.	40.00
6 barrels mackerel at \$10	60.00
45 kegs herring at 3 shillings	33.75
44 1-2 m shingles at 2 shillings	89.00
9 barrels N. E. rum, 203 gallons at 4 shillings, 6 pence	\$219.75
24 barrels flour at \$14	336.00
54 hhds. codfish at \$6	2758.50
22 hhds. scale fish at \$4	72.00
	<hr/>
	\$4098.75

Newburyport, May 6, 1801.

CAPT. NICHOLAS PIERCE,

Joined the Marine Society Nov. 28, 1793.

Died Dec. 19, 1812, aged 50 years.

Capt. Pierce in January 1779, while in command of the schooner Thankful was captured by a French privateer and carried to Cayenne.

CAPT. ABRAHAM WHEELWRIGHT,

Joined the Marine Society Nov. 28, 1793.

Died Oct. 14, 1850, aged 93 years.

Secretary from Nov. 29, 1804 to Nov. 24, 1808.

Vice President from Nov. 24, 1814 to Nov. 25, 1824.

President from Nov. 25, 1824 to Nov. 26, 1829.

Capt. Wheelwright was born July 26, 1757. His life both as sailor and soldier will be found in a narrative written by himself.

Abraham Wheelwright, born July 26, 1757, died Oct. 14, 1850, age 93 years. The account of his services and adventures as soldier and sailor in the Revolutionary war, written by his own hand when eighty years old, at Newburyport, Mass.

1775, sailed in brig Dolfín, Anthony Knapp, master, for Barbadoes.

1776, entered as a soldier for one year and served 13 1-2 months.

1777, sailed with Capt. Isaac Elwell in a sloop for Demerara.

1778, next voyage with Capt. Moses Hale, Martineco, was in the October gale, when the French fleet was on this coast.

1779, sailed mate of a schooner, John Holms master, for Guadaloupe, was taken bound home by a Liverpool letter of marque, taken to Ireland—absent from home 11 months, arrived at Philadelphia, on my return home entered on board a prize ship Uriah commanded by Isaac G. Pearson, was captured by two Liverpool letters of marque and taken to Antigua, treated well, entered on board a Dragon at St. Eustatia 1777.

1780 came home in the brig Ruby, John Babson, sailed in brig with Capt. Benjamin Wilber, 2 mate, sailed from St. Eustatia May 19, 1780. Dark day, sailed mate of the brig Marquis D. Leafutt, Seth Thomas master, Guadaloups, returned safe in September 1780, was married and made a second voyage in the same brig and returned safe.

Sailed mate of brig Cormorant, John Perkins, master, was taken homeward bound and sent to Bermuda, sailed in brig Swan,



CAPT. ABRAHAM WHEELWRIGHT.

Loaned by Edwin Wheelwright of Boston.

H. Goodhue master, was at Martineco when the English engaged the French fleet near the straits and took the Ville de Harve. Sailed in brig Stork, Capt. E. Johnson to St. a Cruse, second voyage in brig Stork to the same island, was taken homeward bound and sent to Bermuda and sailed in brig Swan, B. Lunt master, arrived safe from Port au Prince 1783, after this went master and part owner, first in brig Active for J. Marquand, then purchased part of a vessel with J. Marquand. She was a small prize brig. I went one voyage to Port au Prince in her.

(In the account of his services in the records of the pension bureau at Washington, it is stated that he served about three years in all on board the brig Spy, six guns, Capt. Lane.)

SOLDIER.

Narrative of the adventures of a sailor and soldier in the American Revolution from January, 1776, to February, 1777. Now in my 80th year, the following is from recollection.

I joined the army on Winter Hill, January, 1776, in Com. Israel Hutchinsons regiment, Capt. Putnam's company, quartered in the colleges when the British left Boston. In March entered Boston over the Charlestown ferry, was stationed there for a short time, but soon removed to Dorchester and assisted in fortifying that place, was on cemetery and in plain sight of the engagement between an American armed schooner lying at Walling Point, near Deer Island, commanded by Capt. Mumford and a number of British barges from a fleet lying at Nantasket road. The latter was completely beat, one or more boats taken and many lives lost. From thence the regiment marched to New London and embarked to New York and were stationed at the north end of that island, and there commenced and compleated a strong fortification which was named Fort Washington, from thence the remotion or a call for more artillery men, I volunteered in an expedition for Long Island, the British having landed a strong force on that island, soon they brough the American army to action, which were defeated with great loss which made a retreat necessary. Our commander took the advantage of a thick fog and brought all the remains of his army without being discovered by the enemy. Being now under General Nox, I was on sentry in the ship yard waiting when a venture frigate passed up the east river opposite S. Hook, after a short time proceeded again to Fort Washington. The British took possession of New York and proceeded up to Harlem, Aug. 27,

1776. General Putnam with a party from Fort Washington met and defeated the enemy by driving them into their intrenchment after a short contest there left them and returned to Fort Washington.

On being pressed by a superior force soon marched for White Plains. Here the British overtook and attacked the rear of our army, but did not come to a general engagement here. General Lee commanded. Fort Washington was strongly garrisoned but was besieged and taken by the enemy. We proceeded to King's Ferry and there crossed the N. river and proceeded from the Delaware, but on our march, Lee was surprised (at a farm house to which he went to pass the night) by a party of the British cavalry and taken to the enemy. The Am. army still proceeded through snow, sleet and ice until you might track them in blood, for many of the soldiers had no shoes to their feet. This division of the army, however, notwithstanding they had been 30 days without shelter, crossed the Delaware at Carttown, say 70 to 80 miles north of Philadelphia, passed through Bethlehem or Moravian Town and marched on west side the Delaware to the ferry at Trenton. Here we joined General Washington, been retreating through the gorges before the British, here also a part of the northern army joined the commander-in-chief. December, placed 20 pieces of artillery on the west bank of the Delaware near the divisions one above and one below the ferry. On Christmas eve march, both destined to meet at one point and take by surprise a Hessian regiment with five officers then stationed at Trenton. This was accomplished by the upper division the other prevented by the ice from gaining their point; 1100 Hessians were made prisoners and brought safe over the Delaware and marched back in the country.

Here the years mens time expired, but the officers made an effort to retain all they could for six weeks, until the new recruits could be brought in. A plan was now concocted to get into the rear of the enemy Jan. 1, 1777, or on the evening previous. The British had approached as near Trenton as was prudent, made their fires around the encampment. The Americans kindled fires along the edge of a wood, sat a guard to keep them burning through the night to deceive the enemy as they would naturally suppose it to be our encampment, but not so. As soon as it grew dark, General Washington marched with 2500 men and made a sweap round the

left flank of the enemy undiscovered by them and at or rather before daylight halted just behind the cottages at Princetown just at daylight. Firing commenced at Princetown and at Trenton. The econtinentals at Trenton left their fires and retreated over the bridge, cut it down as ordered. B force 11,000, 5,000.

At hearing by the firing that they had an enemy in their rear, the British forced their army about and returned to Princetown but they had lost their rear guard of 11 men. At daylight they met us just behind the cottages into which they had retreated for shelter, but with two brass peaces we soon drove them out and a flank guard made them prisoners. In front of the cottages one of our peaces was left on the field, having been so hot by firing, the keys being jarred out she jumped from the carriage on the ground and was left to the enemy but before night we had her again. On our left the action was sharp, General Mercer and many others fell, say 75. When the rear of our army left town the front of the British entered town, their loss, say 100. Unknown 200. The flight of those that escaped was so hastened that wagons and clothing were left in the street with the harness cut from them. Here I got some plunder. The American army took a left hand road for Morristown, the British marched straight on for Brunswick, where each army took up winter quarters. Some scurmergers by foreign partys many were taken and brought in here. I was discharged in Feb. 17, 1777, and returned home with Capt. Winthrop Sargent, Gloucester, and Capt. Brown of Cambridge.

SAILOR.

In February, 1779, I entered as mate on board an armed schooner commanded by John Holms of Ipswich and sayled for Guadaloupe, arrived at St. Anns, discharged and loaded for Newbury Port. On our way home near Bermuda, discovered a sail in north east, the wind being light did not come very near to her, neither had we any suspicion or any visit from her. We altered our course at night to give her a good berth. She in the afternoon man'd her boat with nine men intending to know who we were, and about 10 in the evening we discovered a boat near us. The first impretion was it must be a boat in distress. On hailing we had no answer. We were armed but no preparation being made for defence. It being my watch on deck I first discovered the boat and was prepared to give her a shot, but the captain from the first impretion did not permit me to fire, but receiving no answer on

the second hale I fired a musket. The reply was fire and be dam'd. They pul'd device under our bow, discharged a blunderbus and jumped on board. I think only four of our men were on deck. Then we were given up without resistance and I received a stroke on my head with a cutlass, the scar now visible, from the first stroke, with the cry who are you? answer from America; this with two more strokes at the same instant brought me to the deck, was taken up and thrown down the gangway bleeding freely. At this the captain stepped on the ladder and said for God's sake if we are prisoners use us as such and discharged a pistol at his head which just took off the skin—both his and my wound was slight. The next morning we found ourselves along a Liverpool letter of mark bound home. The wounded were dressed by their surgeon and all settled and we proceed on in company for our destined port, but contrary winds caused us to put into Cork haven, Ireland. Here I concocted a plan to get away from our captors. I found if I could get to Cork I might find my way homeward. To effect this I communicated my wish to the prize master for I remained in the prize. He rather favored my plan and I supposed mentioned it to his captain. I found a turf boat bound to Cork and engaged a passage for myself and five more. I had disposed of my quadrant to the P master, but on reflection requested him to return it to me as I might find it difficult to obtain another, for at this time they were not easy to be had. I returned him the price and he readily gave it up. I found a turf boat. We soon left for Cork intending if the way was clear to take the poor Irishman to Usant in France, but finally gave that up for two reasons; one was two elderly people had taken passage with us, one male and one female which would have been made prisoners by us. The other was we did not judge the coast was clear for it was guarded by small armed vessels for that purpose, so we arrived at the cove of Cork the next day after we started. As soon as we anchored we were hailed by a press gang to know if any men were on board. the answer was no, for we had agreed to give the skipper five guineas to save us from being prevented as far as was in his power. As soon as it grew dark the skipper went on shore and found an officer of a ship which wanted men and was to sail in the next fleet for West Indies. He came in the evening with his boat for us. We desired to take our chests, etc., with us, but were told they would be safe and he would send for them in the morning, nothing of our

clothes and bedding was taken from us, our beds were filled with cotton wool. In the morning all were brought safe to us, but in the evening when told to follow the officer up the side of the ship I obeyed and when we arrived on the gang board he turned round. I then said to him, Sir, we were looking for an honest Merchant-man, but I find we have got a Kings ship of our money; the reply she is a Kings ship, but nevertheless she is an honest Merchant-man. She proved to be an armed recruiting ship of 700 tons, 20 guns, 120 men. Walk aft was the next request. When introduced into the great cabin the articles for shipping were produced and all requested to come forward and sign. To do this, being foreigners, but five of us declined when we found it would bind us for a long voyage. I then came forward and told the officer that we were Americans, had been taken by a Liverpool letter of marque which he had left in Cork Haven with the intent to find passage to the West Indies and we requested the privilege of working our passage thither. That he said could not be granted, as the captain was then at the city of Cork. I requested the liberty to wait until I could see him. That he said he would grant, but we knew that the captain could not consistently release us in the West Indies, but we might wait and see him.

The next day a fleet of light ships arrived from N. York. The press gang boarded them and took what of them they chose to man the outward bound fleet. One armed ship resisted, would not suffer them to board, came to her anchorage and was furling her sails, and ordered her to pull down her coulers. They boarded and took all they could catch, placed them with the others on board a guard ship to man the convoy for the outer bound fleet say 100 part, one-half to Quebeck and the other half for the West Indies. All this time we were safe from the 'press gang, for the Active was exempted from impressment.

The next morning Capt. English came on board from Cork and the next morning after breakfast sent for the Americans, urged us to sign his articles, promised good usage and hoped the unhappy contest would soon be over. I wished it might but that was uncertain. I told him as his ship was armed if we fell in with our countrymen armed we must fight them, that I could not do voluntarily. Perhaps he said we might go to New York, and if peace took place we should be at home. Further he said, I understand you were mait of the vessel in which you were taken. I replied I

was. Well, sir, I want a third mate, and the berth is at your service. My reply was that I was young, had very little experience in seamanship, and should by accepting his offer expose myself to abuse. None of that sir. One thing more I have to say. If I accept the appointment you offer me you may send me on duty in your boat, if so and if in my power at the hazard of my life I shall attempt my escape. You are an honest fellow and no further attempt was made to persuade or force a compliance. We were all entered by the clerk on the articles and our wages according to our ability to perform the duty required and each had his station allotted, mine on the forecastle, which when at sea brought me to steer the ship in my turn in our watch. Here I was a green hand never having before placed at a wheel to steer, but still I ventured to take the weather wheel, or to the weather side, for two men were always kept at it with the officer of the watch watching by it and cursing the ship, ordering the coars steered when the wind was in our favor. Soon after the fleet got to sea the captain wished to have a stay sail made from another sail, having understood that I knew something of the business, he told me what he wanted and then asked me if I could do it. I replied that I thought I could. I undertook it and suited him so well that while at work with an apis taut he sent each day a large mug of spirit and water and ever after treated me more like a father than a stranger. After passing the western islands the part of the fleet bound to Quebeck separated from us and what remained, say 50 sail, steered to the south west for the trade winds, and in moving down fell in with a Spanish ship from the River plate, bound to Spain. War being declared by Great Britain against Spain just before the fleet sailed the Spaniards would not know of it. Our ship ran alongside of her and gave the unpleasant information and ordered her colours down. They obeyed and was immediately boarded. The boarding boats even plundered many things of clothing from the officers and passengers, some of which I afterwards purchased of them, as some fine shirts and silk stockings. She was man'ed and sent home. The fleet steered on for the island of Barbadoes and to windward of that island before we saw land, fell in with a British squadron cruising for the fleet. Here again was a hot press but none taken from our ship. So providentially we were protected from what we most dreaded a man of war. Soon we saw the land and were in the harbour of Bridgtown. The town and ships in the

harbor that evening were eluminated. The occasion I have forgot. Here while lying off and on I applied by the clerk to Capt. English for liberty to go in a schooner then near to us bound to St. Eustatia, but the reply was tell the lads to make themselves easy, he was going down to Antege, which was much nearer to St. Eustatia. Some days after we arrived and anchored in the outer harbour. I applied as before. The answer was tell the lads I am not ready to settle with them, but as soon as I get paid for the butter I have landed I will settle with them. Tell the lads that a little money will be their best friend when they get to St. Eustatia.

As soon as the money was received our accounts were all made out and the ballance paid and liberty given to me to go on shore to seek a passage which I did. I found a gentleman who had a vessel bound to St. Eustatia. I applied to him for a passage for five Americans and asked him his price. The reply was eight dollars each but could not concent to take more than three for fear of having his vessel ran away with by them. I told them if he had any such fears we would concent to go down in irons but no he could not concent. I went directly to Capt. English, who was on shore at a coffee hous and told what I had done and the price demanded. He said to me go to the Gen'n and give my complements to him and request him to come here. I did so, he came. Capt. English told him what he wished him to do and asked him pence to you for provisions. I will furnish what is necessary. He replied \$8. Half that sir I think enough for they shall be no expence to you for provisions. I will furnish what is necessary. He concented. While on shore I visited my countrymen (that had been taken) in the Gaol. I then went on board the vessel in which we ware to go to see the captain and saw him, found when he expected to get under way but here we had to decide who should go. I proposed to decide by lot, we did so, it fell to myne to remain behind. To this the others objected saying I must go. I told them that the owner would not concent to our all going for fear we should take the vessel. I then asked him if he had any such fear. He replied no, not if there ware twice as many. Well, sir, will you concent if I can get on board after you get under way? Will you concent to take the seven? He concented. We repaired to the ship and took what things belong to those who ware selected by lot, (then got permission of the captain as above) returned to the Active, told the Mate that we had all agreed to go together, our

things and provision being put into the boat. The Capt. said to me as he was going from long side, well you have got the gauntlet to run again, but I wish you safe home to your friends. Here we parted, but my heart has been ever with this noble Scotchman. Soon the vessel was under way came out Cr. arangement, loofed (under) the stern of the Active we shoved off (with two men to return to the bot) and ware soon under the hatches for then we had to pass a 64 man of war lying without us and ware liable to a visit from him, which we fortunately escaped and proceeded on to St. Eustatia without molestation. Here we found but three American vessels, one for Salem, Capt. Ingersoll, one for Baltimore, and one for Philadelphia, Capt. Joseph Waters of Salem. The latter requested me after remaining on shore some days to go with him to Philadelphia on wages. I told him if I could take a young man what I could not leave behind I would go. To this he consented, though he was not wanted. I sent some things home by Capt. Ingersoll, who declined taking me, having no room. The others went to Baltimore and got home before me after an absence of 11 months.

I arrived safe in Philadelphia, received my wages, was taken to the mate's house without charge until I could find a passage home which I soon found for Boston, to sail in two or three weeks. Capt. Waters found that the schooner in which I was to take would not go immediately. Invited to take lodgings with him I did so, and when he left by land for home he left his chest, quadrant, etc., with me to take home, but he took care to pay my board as long as he thought I might stay after him. This I found when I asked for my bill. The schooner on board of which I took passage sailed for Boston laden with bread stores, and bar iron for the board of war. On our way between the Capes of Delaware and the Vineyard we fell in with two stout ships under English colors which soon came within hail. We were all prepared to go to N. York, but to our great joy when they boarded the schooner we found they were two privateers from Salem. We soon pressed on and arrived safe in Old Town harbor in Martha's Vineyard, took a pilot and started for our destination on a fine clear night, but before daylight we were run plump on a shoal called Hors Shoe. At daylight we found our situation, our boat was maned to go to Old Town for assistance but had not reached more than half way before the wind blew so strong from the N. W. that we couldn't sure make any head way and our boat was leaky. In this

situation we seen tow whale boats well manned coming out from land, we soon spoke the head mate of them who offered to take us intow for the land. This offer we declined and urged them to go to the schooner which they did. We made for the other boat and was glad to be taken in tow by her, but had to let our leaky boat go and make the best of our way for the shore which we found it hard to gain, but having landed and procured some refreshments at the furst house we came to halled the whale boat achost the beach into a lagoon and hastened to Old Town for assistance, found a sloop in a light set of ballast which we engaged to go to the schooner, got a good crew of fresh men, took double reefs in the sails and started for the schooner. Before we had got fairly outside the harbor a squall struck her and came near upsetting her, but the man at helm seeing it coming put to the helm and she came before the wind got her in trim and stood in from whence we came. It continued to blow and increased to a gale that night, what we almost dispaired seeing any more of the vessel or those we left behind. In the morning we got in more ballust and started again for the schooner, soon discovered her masts standing which gave us fresh courage to proceed on, but soon we discover the Whail boat from her, the one we passed the day before, with all the crew and passengers. We took them into the sloop and landed them on the Island much frost bitten for the spray that flew froze on them. The sloop proceaded, but I landed with the rest and with them sought repose. The sloop came near to the schooner but we could not bord her that night, but went to Hianis, the nearest harbor. The next day being more moderate we went alongside and took out a load from her. Two deck boats went also from Old Town and farther lighted the schooner then they hove her off and got her into Old Town half full of water. Before this I have been only a passenger, but one of the crew getting sick of his voyage gave me what wages he had due to take his place. The Capt. accepted of me and sent me to Boston with a letter to the Board of war for instructions. This was in December 1779. It was so extreme cold but no snow on the ground. I delivered my letter and was desired to call the next day for an answer, which I did. They gave me a letter to a gentleman in Cape Cod which I delivered and the next day started with him for the Vineyard, returned my horse and with the gentleman crossed the sound, repaired to the vessel, commenced getting the iron

from the schooners hatch by getting a small boat into the hole and graphling up the iron, everything being striped from her and landed and all ac. settled by the agent, we started for Boston. Crossed the sound with Capt. Lothrop and the crew landed at Falmouth, traveled in the afternoon in a gentle fall of snow (for before this we had no snow on the ground) as far as Sandwich continuing to snow, falling very fast for three days and nights. This detained us at Sandwich. When the weather cleared off we all made for Sandwich beach to avoid the snow, then four feet deep on a level. Judge what the traveling must be, no road or track except through some settlement. We proceeded slowly on taking turns to go ahead, paying little or no regard to the main road. We reached Boston in six days, found that we were entirely blocked up. No market men had as yet visited the town, fresh provisions were not to be had. I met a friend who knew directly, enquired where from and was I in want of any assistance. I replied not. He says come to my hous for breakfast in the morning and I will get you a hors to take you home. A member of the General Cort had one at board on the other side of the ferry. I accepted his kind offer and he got me an order for the hors, and I started, but found it very difficult to get along with him the drifts of snow were so deep, got to the tavern in Lin, there found a number collected together striving to get through, some with shovels to level the drifts for as we proceeded we found it more and more drifted. A party of us determined to drive through and get to Salem that night. Here I found my friend that left me in Philadelphia. I found also my leter that I had written to my mother with money in it and a bundle of articles sent from St. Eustatia by Capt. Ingersoll's mate. My friend's things were left with mine at the Vineyard to be sent to Boston by the opportunity. I left after spending the night with my friend and started for home, got to Hamilton and the next day got home to my friends after an absence of months.

[RECORDS OF PENSION BUREAU, WASHINGTON, D. C.]

ABRAHAM WHEELWRIGHT.

He was born 1757, in Gloucester, Essex County, Mass., where he continued to reside until he moved to Newburyport, Mass., at or near the close of the Revolutionary war (1783) in which latter

place he was living when he applied for a pension in September, 1832.

He enlisted at Gloucester, Cape Ann, in the latter part of December, 1775, for one year, which was extended six weeks longer, at the request of his officer, as the new recruits had not arrived. Under Capt. Enoch Putnam, in the Massachusetts regiment commanded by Col. Israel Hitchcock, marched to Winter Hill for the siege of Boston, Mass.; then afterwards stationed at Dorchester. After the British had evacuated the city (March 17, 1776) he was ordered to march to Norwich, Conn., to embark on board of vessel for New York City, in which vicinity he was employed in building Fort Washington. Then in July or August, the British having occupied Staten Island and preparation to land on Long Island was made, and he volunteered to join Capt. Foster's company of Artillery in the Massachusetts Regiment, commanded by the Col. (but soon afterward made General) Knox and ordered into New York City, where he remained until the city was occupied by the enemy, when he retreated with the army from Fort Washington to Harlem Heights, where he was in engagement (Sept. 16, 1776), and continued in the retreat to White Plains, West Chester County, N. Y., where a battle occurred (Oct. 28, 1776).

In consequence of important information communicated by a deserter, Fort Washington was captured with all the garrison (Nov. 16, 1776), which compelled the evacuation of Fort Lee on the opposite shore of the Hudson river (Nov. 18, 1776), and he accompanied the army in its retreat through New Jersey to and crossing the Delaware river into Pennsylvania. Preparation was soon made to recross the river to surprise the enemy occupying Trenton, N. J., and he was one of the force which crossed the Delaware in the night amid the floating ice, facing a driving storm of snow, sleet, and captured over 900 Hessians in the early morning of Dec. 26, 1776. He was also in the successful attack on Princeton, N. J., Jan. 3, 1777. He then made cruise at sea as first officer on board of several vessels commissioned as letters of marque, among which was a schooner commanded by Capt. Holmes in 1779; then in 1780 he served 3 1-2 months on board brig *De La Fayette*, six guns, Capt. Seth Thomas, which sailed in company with another armed ship, Capt. Nicholas Johnson, belonging to the same private owner, during which voyage they had a "small engagement" with a British armed vessel which escaped. In the

same armed vessel he made another cruise of 4 months, and also on board the brig Stork, Capt. Johnson. During this last voyage the vessel was captured and he was carried prisoner to Bermuda Island. He made a cruise on the brig Swan, 4 guns, Capt Goodhue, and he served about 3 years in all on board the brig Spy, 6 guns, Capt. Lane. Dates and details of his voyage at sea are omitted except what he has given above, nor did he give any particulars of what occurred while a prisoner or when released or exchanged.

On July, 1775, on a voyage from N. P. to Barbadoes in brig Dolphin, discharged in Barbadoes and loaded for Newfoundland.

On voyage to Newfoundland, off Halifax, spoke a vessel that informed us of the battle of Lexington (first news of war). Proceeded to St. John's in Newfoundland, thence to Machias and took a load of lumber, then left the vessel and came to N. P. (war expected, not surprised, felt attached to the country.)

January, 1776, Winter Hill, near Cambridge, drilled, exercised. Tents on top of the hill, surrounded by a fort of turf, 10 feet bottom, 6 feet top, 7 feet high, sentinals placed on top of the fort, each man walked about 4 rods, guards relieved every 4 hours, sentinels placed in hailing distance. Each man that passes first gives an account of himself, a watch word; call him into stand, if he starts fire upon him. A trench on the outside of the fort 5 feet deep, 7 feet wide; embrasure 2 feet inside, 8 feet outside; cannons stand on a platform 30 feet apart. Pickets stuck in the ground about 30 feet from the trench and fort, 3 feet high, 4 feet wide. Fort covered a quarter of an acre; about 13,000 men scattered in Boston, Dorchester, Cambridge, etc.; great object to fortify the region to drive enemy out of Boston. Stayed about a month and went down and made entrenchment at Lechnerz's Point with Gen. Putnam to annoy the enemy at Boston. Saw the enemy walking on the Common, exercising, etc. In cold weather encamped in the Colleges at Cambridge till March. While here shells were thrown frequently from Boston. This month British evacuated the city, when we marched from Cambridge to Charlestown and encamped over night, the town having been burned, and for want of a better took shelter in a baker's oven. Soldiers laying all around, some in houses and some in the open air. Marched into Boston next day and were quartered in a meeting house. Most had fled, some remained, city not burned, plundered and left a great deal of mo-



CAPT. OFFIN BOARDMAN.

Reproduced from "Old Newbury."

lasses, sugar, tea. No wood to be found. After quartered on the wharf. Stayed in Boston three weeks, then were ordered to Dorchester to fortify the place to prevent the enemy's landing.

(Engagement on other paper). Remained in Dorchester until May, employed all the time in fortifying, until British left Nantasket Roads for New York. Then nearly all the fortifications abandoned because the whole force marched to New York. Three barrels of sand prepared to roll down upon the enemy if they came up the hill. Then marched to Norwich, Conn., (marches, night camps in houses or tents, guards before). Rested at Norwich, refreshed and then to New London and embarked then for New York in transports (any kind of vessels) about three days on the voyage, landed in the city and immediately marched to the east end of the island, and there built a strong fort called Fort Washington and got it completed in June. At this time British land on Long Island. I went as a volunteer and was stationed at Brooklyn. While there the enemy fired upon us. Musket balls came thick upon us. (Refer to history for the account of the engagement at Long Island. History of American Revolution, Washington's life, etc., etc. History for engagement at Harlem.) Salt very scarce, sold for \$7 a pint. (Anecdote).

Crossed North river in flat bottomed boats, built rough and light (at White Plains 10). Object of going to Philadelphia to prevent British from going to Philadelphia.

(Anecdote of tumbling on the people in the house).

CAPT. OFFIN BOARDMAN,

Joined the Marine Society Nov. 28, 1793.

Died in August, 1811, aged 64 years.

On Jan. 20, 1776, Capt. Boardman, seeing a vessel off Newbury bar who evidently was in need of a pilot, took sixteen men in a whale boat and went to her assistance. He found her to be the British ship *Friends*, bound from London to Boston with a valuable cargo of provisions for the British army. He immediately went on board as a pilot, and while in conversation with the commander of the ship, his boat's crew went on board and ranged themselves together, when Capt. Boardman informed the British commander that the ship was his prize and ordered him to surrender, which the commander decided to do. The English colors were

hauled down and she was taken in to the wharf and her valuable cargo, within six hours of starting the venture and not a man injured.

Capt. Boardman was captured on one of his voyages and confined in Mill Prison in 1776 and 1779, when he escaped to France. Sept. 2, 1807, he built the ship *Edward Prebble*.

CAPT. JOHN HOLLAND,

Joined the Marine Society Nov. 28, 1793.

Died at Boston, Jan. 8, 1796.

Capt. Holland, while in command of the sloop *Port Packet*, was boarded by a Spanish privateer, who robbed him of a part of his cargo. He was also in command of brigs *Margaret*, *Sally* and *Columbia*, schooners *Friend* and *May*, sloop *Mary* and ship *James*. He died in Boston, Jan. 8, 1796. His remains were brought to Newburyport and he was buried by the Marine Society, attended by a large number of our citizens. The flags of the shipping in the harbor and about the town were displayed at half mast.

CAPT. BENIAH TITCOMB,

Joined the Marine Society Nov. 27, 1794.

Died Oct. 8, 1804.

CAPT. ISRAEL YOUNG.

Joined the Marine Society Nov. 27, 1794.

Resigned Aug. 29, 1816.

Vice President Nov. 27, 1806 to Nov. 26, 1807.

Capt. Young, while in command of the ship *Hibernia* on his passage from Naples, was captured by a French privateer and taken to Algiers.

Capt. Young, with Capt. Nicholas Johnson and Capt. William Farris, were chosen a committee to locate the court house now at the head of Green street, Oct. 2, 1814.

CAPT. WILLIAM PICKETT,

Joined the Marine Society Nov. 27, 1794.

Died in Boston, Dec. 22, 1822.

Capt. Pickett, while in command of the brig Alexander on the passage from Naples to Boston, was captured by an English frigate and carried to Malta. He also commanded the ship William.

CAPT. JOHN MARCH,

Joined the Marine Society Nov. 27, 1794.

Died Feb. 17, 1818.

CAPT. MICAHAH INGALLS,

Joined the Marine Society Nov. 27, 1794.

Died at sea, Jan. 20, 1796.

Capt. Ingalls commanded the schooner Joanna.

CAPT. SAMUEL CHANDLER,

Joined the Marine Society Nov. 26, 1795.

CAPT. JOSEPH NOYES, 4th,

Joined the Marine Society Nov. 26, 1795.

Lost at sea, 1796.

Capt. Noyes commanded the sloop Nancy.

CAPT. EBENEZER CHOATE,

Joined the Marine Society Nov. 26, 1795.

Died at Guadaloupe, Nov. 2, 1801.

Capt. Choate was in command of brig Sally.

CAPT. DANIEL FARLEY,

Joined the Marine Society Nov. 26, 1795.

Resigned Feb. 28, 1805.

Capt. Farley was quite unfortunate as master of the schooner Hope. His vessel was confiscated by the British ship David Green, captured by English cruisers, carried to St. Jago, Cuba, and vessel sold. Schooner Sally was taken three days out from Antigua and carried to St. Martins, Oct. 26, 1797. He was also in command of brigs Tyzer, Peggy, schooners Malvina and Argus.

CAPT. STEPHEN HOLLAND,

Joined the Marine Society Nov. 26, 1795.

Died at Bangor, October, 1842.

Capt. Holland was in command of brigs Four Sisters and Columbia, and ship Rising Empire.

CAPT. JONATHAN MOULTON,

Joined the Marine Society Nov. 26, 1795.

Died Feb. 25, 1807.

Capt. Moulton commanded the brig Mary and ship James.

CAPT. JOSEPH H. WOODMAN,

Joined the Marine Society Nov. 24, 1796.

Lost at sea, January, 1804.

Capt. Woodman commanded the brig Lively.

CAPT. PAUL STEVENS,

Joined the Marine Society Nov. 24, 1796.

Died Dec. 16, 1797.

CAPT. FRIEND DOLE,

Joined the Marine Society Nov. 24, 1796.

Died Oct. 27, 1801.

May 29, 1800, at Newburyport, arrived brig Dove, Capt. Friend Dole; sailed from St. Thomas May 8, in company with the brig Swan of Newburyport, Capt. Lunt. May 10th, in Lat. 29.20, Long. 66.40, was brought to by a French privateer of six guns who came on board, made search, took what money they could find and a number of other articles, putting four men on board belonging to the schooner Neptune, Capt. Bushner, of Philadelphia, which they had captured the day before, and sent to Porto Rico. After leaving us they gave chase to other vessels in sight, Capt. Lunt being in sight astern. On May 14th, Lat. 27.0, Long. 67.45, we were again boarded by the same privateer and plundered of ten packages of woolen goods, one case of linen, one bag of cof-

fee, five cases of soap, and other articles. Capt. Dole also commanded the brig *Emily* and schooner *Hannah*. Capt. Friend Dole was killed by the fall of a spar on board the ship *Ocean*.

CAPT. JOHN WILEY,

Joined the Marine Society Nov. 24, 1796.

Died November, 1800.

CAPT. EDMUND KIMBALL,

Joined the Marine Society Nov. 24, 1796.

Died Dec. 6, 1847, aged 85 years.

Capt. Kimball commanded the brigs *Speedwell*, *Polly* and *Betsey*.

CAPT. JONATHAN YOUNG,

Joined the Marine Society Nov. 24, 1796.

Lost at sea, March, 1803.

Capt. Young commanded the brigs *Sally* and *Elizabeth*

CAPT. GEORGE JENKINS,

Joined the Marine Society Nov. 29, 1789.

Died July 5, 1831, aged 57 years.

Capt. Jenkins was master of the schooner *Neutrality*.

CAPT. SAMUEL ROLFE,

Joined the Marine Society Nov. 29, 1798.

Died Nov. 10, 1832, aged 67 years.

Capt. Rolfe commanded the brig *Edward*.

CAPT. ELEAZER JOHNSON,

Joined the Marine Society Nov. 29, 1798.

Died March 7, 1847, aged 74 years, 1 month.

Secretary from Nov. 30, 1809 to Nov. 28, 1811.

Treasurer from Nov. 25, 1825 to Nov. 29, 1827.

Vice President from Nov. 29, 1827 to Nov. 26, 1829.

President from Nov. 26, 1829 to Nov. 24, 1842.

Dec. 24, 1776, Capt. Johnson, while master of the brigantine Dalton, was captured and carried into Plymouth. The crew of 124 men were confined in the Mill Prison; 54 of the number belonged to Newbury and Newburyport, among whom were Captains Anthony Knap, Henry Lunt and Offin Boardman. Sept. 9, 1799, Capt. Johnson arrived into Newburyport in the schooner Dolphin, 11 days from Savannah. Capt. Johnson was bound from Havana to New Orleans, and when off the mouth of the Mississippi he was captured by a British privateer brig, who took out all hands except Capt. Johnson and his boy and put on board a privateer master and five men and ordered the vessel to Jamaica. Soon after Capt. Johnson represented the shortness of water and provisions and three of the prize crew went ashore at one of the Keyes for a supply. During their absence, Capt. Johnson and the boy secured the rest of the prize crew and made their escape.

CAPT. EBENEZER HOYT,

Joined the Marine Society Nov. 29, 1798.

Died Nov. 30, 1808, aged 41 years.

CAPT. JONATHAN DALTON,

Joined the Marine Society Nov. 28, 1799.

Died at sea, Aug. 8, 1802.

Capt. Dalton, while in command of the brig Margaret, was confiscated by the British. Capt. Dalton arrived into Newburyport Jan. 13, 1799, master of brig Atlantic, 78 days from Hamburg, reported Dec. 11, 1798, Mr. Richard Pierce, mate, and William Eady were washed overboard and lost.

CAPT. WILLIAM THOMAS,

Joined the Marine Society Nov. 27, 1800.

Disfranchised Dec. 9, 1819.

CAPT. ABEL LUNT,

Joined the Marine Society Nov. 27, 1800.

Died in Senegal, in 1807.

Capt. Lunt commanded the brigs Union and William.

CAPT. JACOB STONE,

Joined the Marine Society Nov. 26, 1801.

Died Jan. 23, 1831, aged 66 years.

Secretary from Nov. 30, 1815 to Nov. 25, 1825.

Vice President from Nov. 25, 1825 to Nov. 29, 1827.

Capt. Stone made the first entry in the Newburyport Custom House, with a cargo from the East Indies in the brig Industry, March, 1805.

Sept. 9, 1814, he was chosen among others to consider the defense of the town.

CAPT. JOHN S. HODGE,

Joined the Marine Society Nov. 26, 1801.

Lost at sea, January, 1804, aged 28 years.

CAPT. SAMUEL CHASE,

Joined the Marine Society Nov. 26, 1801.

Died Sept. 13, 1813, aged 47 years.

Capt. Moses Brown, in a letter to Mr. Willam Bartlet, bearing date of Aug. 20, 1799, writes: "I suppose you have heard of the fate of your ship Rosa, but perhaps not the particulars. Capt. Samuel Chase behaved with the greatest bravery and conduct, but at last was overpowered and boarded. The Rosa was taken, the beginning of the present month (August), by the privateer "La Egypt Conquise," and after a brave defense of one hour and a half, was obliged to submit to superior force, the mate and two men being killed and Capt. Chase and 15 others wounded. The privateer was hulled very dangerously before Capt. Chase was wounded. This ship and cargo was one of the most valuable that ever sailed out of Newburyport for the West Indies." Capt. Chase also commanded brigs Commerce, Diligence, Betsy, Minerva, schooner Peggy and ship Hercules. Capt. Samuel Chase was a member of St. Peter's Lodge of Masons, and they with the Marine Society attended his funeral from his residence on Harris street, Sept. 14, 1813.

CAPT. WILLIAM ORNE,

Joined the Marine Society Nov. 25, 1802.

Died Nov. 8, 1803.

Capt. Orne commanded brigs Hannah, Hiram, Minerva, Mehitabel, and schooner Two Friends and sloop Nancy.

CAPT. ISAAC STONE,

Joined the Marine Society Nov. 25, 1802.

Died Nov. 23, 1839, aged 71 years.

Secretary from Nov. 28, 1811 to Nov. 30, 1815.

Capt. Stone in command of ship America, was taken by a Danish privateer Aug. 16, 1809, and carried into Christiansand, Norway. He was elected as representative to the general court in 1814.

CAPT. JOSEPH LUNT,

Joined the Marine Society Nov. 25, 1802.

Disfranchised Nov. 24, 1803.

CAPT. JAMES MYER,

Joined the Marine Society Nov. 25, 1802.

Died Dec. 15, 1830, aged 61 years.

CAPT. BENJAMIN PIERCE,

Joined the Marine Society Nov. 25, 1802.

Disfranchised Nov. 30, 1826.

CAPT. PETER LE BRETON, JR.,

Joined the Marine Society Nov. 24, 1803.

Died March 5, 1829, aged 50 years.

Secretary from Nov. 30, 1815 to Nov. 29, 1827.

Capt. Le Breton was awarded £8382 6 shillings for the loss of the ship Betsey in 1803.

CAPT. JONATHAN TITCOMB, JR.,

Joined the Marine Society Nov. 24, 1803.

Died Sept. 11, 1807, aged 38 years.

Capt. Titcomb died at Marseilles of yellow fever. His funeral was attended by all American shipmasters and mates lying in port.

CAPT. MOSES BROWN,

Joined the Marine Society Nov. 29, 1804.

Lost at sea, 1819, aged 35 years.

Capt. Moses Brown was the son of Moses Brown, commander of the naval ship Merrimack, and like his father experienced some of the hardships endured by our early ship masters. Capt. Brown when in command of the schooner Venda was captured by the English privateer Wolferine and taken to Halifax, Nov. 13, 1813.

CAPT. CHARLES HODGE,

Joined the Marine Society Nov. 29, 1804.

Died Dec. 27, 1855, aged 77 years.

Secretary from Nov. 29, 1832 to Nov. 30, 1842.

Capt. Hodge sailed for Amsterdam in the brig Unity and was captured by a French privateer Nov. 20, 1807. During another voyage, he was chased by four French privateers, but succeeded in eluding them.

CAPT. JOHN N. CUSHING,

Joined the Marine Society Nov. 29, 1804.

Died Jan. 5, 1849, aged 69 years.

Capt. Cushing, while in command of the brig Polly, was captured by the British and taken into the harbor of Cape Francois, an armed guard placed on board, the crew sent ashore and the vessel confiscated. In 1811 while in command of ship Hesper on a voyage from Russia, loaded with hemp and iron for Newburyport, was captured by a British privateer. His vessel and cargo was valued at \$78,000 and was owned by William Bartlet, and condemned by the high court at Copenhagen. While in command of brig Minerva from Virginia to France, he was taken by the British frigate La Isabella and sent to England.

Capt. John Newmarch Cushing was born in Salisbury, May 8, 1779, his parents being in very moderate circumstances; his education was confined to the common school of Salisbury. At the age of 11 he commenced his sea life, and at the age of 21 took charge of the ship Hesper, 303 tons, built at Amesbury, of which he was part owner. In 1814 having retired from the sea, he built

the brig *Hesper* of 187 tons. In 1815 he built the schooner *Success* of 75 tons, in 1823 the brig *Rapid* of 223 tons, Mr. Nicholas Johnson, Jr., being part owner. His sea trade extended to Russia, Holland and other north of Europe countries. In 1828 he built the brig *Cyarina*, 218 tons, 1830 brig *Pocahontas*, 1832 brig *Palos*, 227 tons, the same year he built the brig *James Caskie*, 283 tons, 1833, brig *Carthage*, 296 tons, and brig *Ark* of 298 tons, 1834 brig *Corinth*, 414 tons, 1837 brig *Pallas*, 102 tons, 1840 brig *Essex*, 273 tons, 1841 brig *Athens*, 300 tons, brig *Massachusetts*, 308 tons, and the brig *Chenamus*, 202 tons, 1842 brig *James Gray*, 300 tons, 1844 brig *Salisbury*, 296 tons, 1845 brig *Keying*, 300 tons. In connection with the large number of vessels built by Capt. Cushing, it might be interesting to name those built and owned by his son, Mr. John N. Cushing, who, although not a member of the Marine Society, inherited his father's business and built the brig *Hesper* in 1851, 392 tons, 1853 ship *John N. Cushing* of 633 tons, 1854 ship *Sonora*, 708 tons, 1855 ship *Lawrence Brown*, 795 tons, the same year he built ship *Lyra*, 812 tons, 1857 ship *Elizabeth Cushing*, 888 tons, 1864 ship *Elcano*, 1210 tons, 1869 ship *Whittier*, 1295 tons, 1872 ship *Nearchus*, 1288 tons, 1883 ship *Mary L. Cushing*, 1658 tons. The two men adding in 69 years 29 vessels and 14,634 tons to the commerce of Newburyport.

CAPT. JOSEPH BROWN, 3rd.

Joined the Marine Society Nov. 29, 1804.

Died at Bangor, Oct. 10, 1845, aged 71.

Secretary from Nov. 29, 1827 to Nov. 29, 1832.

Capt. Brown was born Nov. 17, 1774, was a midshipman in the *Merrimack* in 1799, was in command of the brig *Experiment* in 1807. In 1812, while in command of the brig *Washington*, his vessel was seized by the Danish authorities at Copenhagen, and after examination he was released by the following decree: "April 15, 1812, brig *Washington*, Joseph Brown, and her cargo are cleared by the High Court at Copenhagen, the vessel having been proved to the satisfaction of the court to have been American."

"Decree, the ship *Washington*, together with her cargo are hereby restored, yet so, that Capt. Joseph Brown shall pay to Privateer Capt. Rome as a compensation for the expenses

caused to the latter for bringing in said vessel two thousand Rix dollars, Danish currency, and pay the court charges."

Capt. Brown writes his whole expense will be 2000 Spanish dollars. After retiring from the sea he became master of the school at the east end of the Mall. As a schoolmaster, one of his methods of punishment was to place the tongue of boys who lied, swore or used other bad language in a cleft stick, which he kept soaking in a bottle of pepper sauce on his desk.

CAPT. THOMAS MORRISON,

Joined the Marine Society Nov. 28, 1805.

Died May 8, 1851, aged 80 years.

Capt. Morrison was in command of the brig Elizabeth in 1817, 1818, 1819, 1820, 1821, sailing between Newburyport and the West Indies.

CAPT. JEREMIAH YOUNG,

Joined the Marine Society Nov. 28, 1805.

Died April 18, 1844, aged 74 years.

Boston, July 16, 1812, arrived Mr. Yaulding, mate of Brig Start, Capt. Jeremiah Young, who reported that the brig was captured by the British brig Plumber, Capt. Young and the crew taken out, a prize crew put on board and the brig ordered to Halifax.

CAPT. ISAAC ADAMS,

Joined the Marine Society Nov. 27, 1806.

Disfranchised 1839.

Feb. 13, 1813, Capt. Adams in command of ship Ocean from Richmond for Lisbon, was captured by the French privateer brig Diligent and ordered to France, recaptured by the British frigate Surveillante, 38 guns. Arriving at Plymouth, England, Capt. Adams and crew except three men were taken on board the French privateer and carried to France. Capt. Adams was elected representative to the General Court in June, 1814.

CAPT. JOSEPH SEVIER,

Joined the Marine Society Nov. 27, 1806.

Died Nov. 14, 1813.

CAPT. JAMES FRANCIS,

Joined the Marine Society Nov. 27, 1806.

Expelled Dec. 14, 1820.

CAPT. MOSES GOODRICH,

Joined the Marine Society Nov. 26, 1807.

Died Nov. 29, 1843, aged 77 years.

Capt. Goodrich was in command of ship Newburyport and ship Merrimack.

CAPT. NATHANIEL FLETCHER,

Joined the Marine Society Nov. 26, 1807.

Capt. Fletcher was in command of ship Arrow, was captured and carried into France in 1812.

CAPT. SAMUEL FOSTER,

Joined the Marine Society Nov. 26, 1807.

Died at sea, 1810.

CAPT. JOHN ELLIOT,

Joined the Marine Society Nov. 26, 1807.

Capt. Elliot commanded the ship Edward.

CAPT. DAVID LUFKIN,

Joined the Marine Society Nov. 26, 1807.

Died on the coast of Africa, 1817, aged 51 years.

Dec. 5, 1813, Capt. Lufkin, five days from Georgetown, loaded with rice, was captured by the British frigate Romulus, 64 guns, and sent to Bermuda.

CAPT. CALEB LUFKIN,

Joined the Marine Society Nov. 26, 1807.

Expelled Nov. 29, 1821.

CAPT. ISAAC RAND.

Joined the Marine Society Nov. 26, 1807.

Died at Andover, July 14, 1818, aged 34 years.

CAPT. JOSEPH TYLER,

Joined the Marine Society Nov. 26, 1807.

Died July 12, 1814, aged 42 years.

CAPT. DAVID STICKNEY,

Joined the Marine Society Nov. 26, 1807.

Died Nov. 9, 1820.

Capt. Stickney commanded ships *Minerva*, *Fortune*, *Newburyport*. July 24, 1812, Capt. David Stickney arrived home, late of ship *Fortune*; was taken by the frigate *Belvidere* on Georges Bank in 25 fathoms of water, a prize crew put on board and taken to Halifax.

CAPT. PAUL SIMPSON,

Joined the Marine Society Nov. 26, 1807.

Died Feb. 11, 1854, aged 80 years.

Treasurer from Nov. 26, 1829 to Nov. 24, 1831.

Vice President from Nov. 24, 1831 to Nov. 30, 1837.

CAPT. THOMAS M. FOLLANSBEE,

Joined the Marine Society Nov. 26, 1807.

Died Jan. 9, 1821.

Jan. 8, 1799, Capt. Follansbee while in command of ship *Two Sisters*, five days out from St. Bartholomew, was captured by a French privateer. Capt. Follansbee was taken out and the ship sent, he knows not where, and that day fell in with a cartel bound to Cape Francois, and Capt. Follansbee was transferred to her.

CAPT. JOSEPH PATCH,

Joined the Marine Society Nov. 26, 1807.

Died Aug. 31, 1857, aged 88 years.

Capt. Patch was in command of the brig Joseph, lost near Taxel, Feb. 16, 1818. Crew saved.

CAPT. JOHN DENNY,

Joined the Marine Society Nov. 24, 1808.

Died 1817, aged 41 years.

CAPT. DANIEL STONE,

Joined the Marine Society Nov. 24, 1808.

Died Oct. 12, 1833, aged 63 years.

CAPT. SAMUEL HUNT,

Joined the Marine Society Nov. 29, 1810.

Died at sea, 1811.

CAPT. JOHN DOLE,

Joined the Marine Society Nov. 10, 1810.

Died at sea, Sept. 12, 1821, aged 55 years.

Capt. Dole was born in 1766, made many voyages to Russia and retired early in life, but through misfortune in his investments, he sailed again in the employ of Ropes & Co., of Salem, and was lost on his voyage home from Russia.

CAPT. ROBERT FOLLANSBEE,

Joined the Marine Society Nov. 29, 1810.

Died Aug. 30, 1831, aged 61 years.

CAPT. JOSEPH BRAGDON,

Joined the Marine Society Nov. 29, 1810.

Died May 7, 1832, aged 66 years.

CAPT. GREEN JOHNSON,

Joined the Marine Society Nov. 28, 1811.

Died Aug. 5, 1817.

Capt. Johnson while in command of the ship Abigail was captured by an English privateer, May 28, 1807, and carried into Malta and there condemned.

CAPT. WILLIAM NICHOLS,

Joined the Marine Society Nov. 28, 1811.

Died Feb. 12, 1863, aged 81 years, 7 months, 11 days.

Vice President from Nov. 24, 1842 to Nov. 26, 1846.

[FROM NEWBURYPORT HERALD, FEBRUARY 10, 1815.]

Capt. William Nichols was born in 1781. He was just old enough to go to sea as a boy when the aggressions upon our rights and property led to resistance upon the ocean twice before he was twenty years old. He was captured by the French and several times in boyhood he participated in naval warfare. First he was taken in the ship Fox in 1798, when he was but 17 years old, next in 1799 in the ship Rose owned by Mr. William Bartlett. This was a valuable ship; with her cargo she was valued at \$100,000. They fought a French privateer one hour and a half. The mate who conducted the battle was a brave man and refused to yield until he was literally cut to pieces, several of the crew were killed or wounded, but young Nichols unhurt, was carried to Guadaloupe from whence he escaped. In 1811 before the war was declared, he was placed in command of the brig Alert and ran the English blockade at Bourdeaux with a cargo of brandy, wines and silks, but the next day he was captured by an English frigate which took all his men but the mate and two boys and put a prize crew on board, the vessel being ordered to Plymouth, England. The same day he was taken, he retook the vessel by his own individual efforts, surprising the watch on deck, the officers in the cabin, and the sailors in the fore-castle. Having secured the officers and men he put most of them into a boat with means for reaching the coast of France and left them to their fate. A week afterward he was again captured by the British frigate Vestal. He attempted to escape her by saying that he had already been boarded and examined by the Semiramis, the ship which had previously taken him, but the Englishmen were not to be put off and the vessel was taken to Portsmouth and he was put on board a prison ship. From the prison ship, Capt. Nichols was sent ashore for examination, but before the court opened he escaped his guard

and went to London. There he was met in the streets by the officer, who was sent up to London from Plymouth in pursuit of him. He handed the officer 3 guineas, telling him: "You can take these but never me alive." The officer took the hint and at once Capt. Nichols was on his way to Liverpool, whence he came to Boston in a ship, a fellow passenger with the infamous Aaron Burr, under the assumed name of Adolphus R. Arnot. Immediately the war followed, and Capt. Nichols was put in command of the fast sailing privateer Decatur; which sailed from Newburyport, Aug. 4, 1812, carrying 14 guns and 150 men, chiefly belonging to Newburyport and Marblehead. The Decatur had been at sea but four days when she was chased by a frigate; the wind blowing very hard she lost some of her spars and was forced to throw overboard most of her guns to lighten ship. The vessel proved to be the Constitution, Commander Hull and to him Capt. Nichols gave such information as led to the capture of the Guerriere. For a time the cruise was unsuccessful, and in the disabled state of his vessel and without guns the crew mutinied and refused to do duty and it was only by personal combat with the leader, who was not subjected till Capt. Nichols had felled him to the deck, that disorder was suppressed, but the wheel of fortune soon turned, however, and the next few weeks he abounded in prizes. On Aug. 22nd he captured the barque Duke of Savoy, the 23rd the brig Ponoma, the 25th the brig Elizabeth, the 26th the brigs Concord,, Hope and Devonshire, the 30th the barque William & Charlotte, carrying 4 guns, Sept. 1st the ship Diana of 10 guns and a cargo valued at \$400,000. On the same day cut off the brig Fame from a fleet under convoy. The prizes had taken most of his men, when on the 6th of September he fell in with the ship Commerce with 14 guns and 57 men and 30 passengers. He sent a boat on board which was taken with its crew, when he had but 20 men left and ten of them were required to guard his prisoners, among whom were five British officers, still he bravely pushed alongside the enemy of 400 tons and attempted to board her, the rough sea alone preventing and the fight was continued for three-quarters of an hour, Capt. Nichols serving his own guns and directing his own vessel in this engagement; in order to disconcert his enemy, shooting four men at the wheel one after the other as fast as they took the wheel; a final broadside disabled the ship and wounded the captain, who soon after died and she surrendered. The Decatur did

not lose a man, but so small was his force that he was obliged to keep his prisoners in irons to prevent their rising. In a cruise of 50 days in which the Decatur sailed to the English channel, he took nine prizes and landed 54 prisoners, besides liberating others in vessel used for that purpose. The Decatur made a second cruise in which she took several prizes and at last was herself taken by the frigate Surprise of 38 guns. The enemy lost in killed and wounded several men as did the Decatur. The shot of the enemy was so effective, that it is said that not one whole plank remained in the quarter-deck, where Capt. Nichols stood. He was taken to Bordeaux, where the commander of the Vestal then in port, from whom Capt. Nichols had escaped, and whose prize crew he had set adrift in a boat, had him arrested. Capt. Nichols had become a terror to the enemy, and lest he should again escape, they confined him in a wooden cage 5 feet by 7 feet, where they kept him chained for 34 days like a lion, allowing not a person to converse with him during the whole time. The English threatened to hang him, but our government held two English officers as hostages, and he was not injured, though he was kept as a criminal, sentenced to death. Capt. Nichols was soon exchanged, when he returned to Boston and in six weeks was again at sea in the brig Harpey, belonging to Baltimore, in which he took ten prizes, one of 20 guns and one of 10 guns. From her he landed property to the value of \$300,000 and 65 prisoners, several of them officers, and one a major general. During the war he captured 28 prizes, though more than one-third of his time he was in prison. He was called the "Holy Terror." After the war, Capt. Nichols followed the sea for a few years and then engaged in business as a merchant, highly esteemed by his friends and respected by all. He was frequently elected to town offices. He was appointed as collector of Customs by President Polk, serving four years. Capt. Nichols, although with a rough exterior as master of a privateer, was of tender sensibilities, always exhibiting the greatest affection for his mother and his family.

From the vessels Capt. Nichols took a large amount of merchandise, described as follows: One hundred and eighteen boxes and trunks, 116 hogsheads and casks of dry goods, jewelry, plate, women's silk dresses, navy trimmings, fine clothing, etc., 330 boxes of fresh Malaga raisins, 66 fraills Turkey figs, 158 pieces of British manufactured goods, 29 bolts of canvas, a quantity of cordage, ten

pipes of sherry wine, 3 barrels of gunpowder, cannonades, muskets, pistols, cutlasses, sails, signal flags, lamps, paint oil, white and patent sheet lead, nautical instruments, cut glass, medicines, and upward of 100,000 pounds sterling in British treasury notes and bills of exchange.

CAPT. WILLIAM BARTLET,

Joined the Marine Society Nov. 28, 1816.

Died Dec. 28, 1852, aged 70 years.

Capt. Bartlet was in command of brig Arrow. The Newburyport bank was chartered May 8, 1803, and Capt. William Bartlet was its first president. In 1831 the name was changed to Merchants bank and among the incorporators we find the names of Capt. William Bartlet, Capt. John N. Cushing, Capt. Amos Noyes, Capt. Samuel Nichols, Capt. Eleazer Johnson, Capt. John Wills. Capt. John Wills was elected president and Capt. Samuel Mulliken cashier, all members of the Marine Society.

CAPT. SAMUEL NICHOLS,

Joined the Marine Society Nov. 28, 1816.

Died Oct. 4, 1869, aged 86 years.

Capt. Nichols while in command of brig Enos in 1813, was captured and taken to England. He was also in command of the ship Abbie M., and ship Caravan.

CAPT. JOHN T. ROSS,

Joined the Marine Society Nov. 28, 1816.

Died at St. Louis, Oct. 31, 1848, aged 74 years.

CAPT. WILLIAM H. MITCHELL,

Joined the Marine Society Nov. 28, 1816.

Expelled Nov. 28, 1822.

CAPT. GEORGE CAMPBELL,

Joined the Marine Society Nov. 27, 1817.

Died Sept. 24, 1828, aged 45 years.

Capt. Campbell was master of brigs Ann, Packet and schooner John.

CAPT. WILLIAM GRAVES,

Joined the Marine Society Nov. 27, 1817.

Died May 27, 1851, aged 66 years.

Capt. Graves commanded brig Abigail, ship Thomas Perkins, Guinare, Eliza Dennison, Bark Cynthia. While in command of bark Cynthia in Canton, he hoisted the first Bethel flag in a foreign port.

CAPT. CHARLES DAVENPORT,

Joined the Marine Society Nov. 27, 1817.

Expelled Nov. 26, 1818.

Capt. Davenport died at sea, master of schooner Sarah, March 22, 1821.

CAPT. WILLIAM WILLIAMS,

Joined the Marine Society Nov. 26, 1819.

Died Sept. 2, 1841, aged 75 years.

CAPT. JOHN WILLS,

Joined the Marine Society Nov. 26, 1819.

Died Jan. 12, 1835, aged 50 years.

Capt. John Wills, son of Capt. John and Martha Smith Wills, was born in Newburyport, Dec. 18, 1784. While in command of the brig Leader in 1812, on a voyage from Boston for Bordeaux, he was captured by the British frigate Andromache and sent to England. Capt. Wills was one of the most prominent shipmasters and merchants in Newburyport, being one of the founders of the Merchants bank and became its first president in 1831. Was first president of the Ocean bank in 1833, and also one of the founders of the Salisbury Woolen Mills in 1823, said to be the first incorporated woolen mill in Massachusetts. Capt. Wills, with other of our merchants, built a large number of vessels between 1824 and 1833; among them was the schooners Hoogley, 72 tons, in 1824, Actor, 103 tons, in 1824, ship Golconda, 359 tons, in 1825, brig Paris, 270 tons, in 1830, brig Angila, 137 tons in 1831 ship Surat, 346 tons, in 1833.

CAPT. CHARLES COOK,

Joined the Marine Society Nov. 26, 1818.

Died April 1, 1824, aged 48 years.

Capt. Charles Cook commanded the brig Syrene. Oct. 18, 1816, sailed from Newburyport for New Orleans. July 29, 1818, sailed for the East Indies from Newburyport in the same vessel. Was at Mocha, Jan. 22, 1819, with three other American vessels, when a privateer vessel from the Gulf of Persia appeared and the Governor of Mocha called upon the masters of the American vessels to defend the town, but the fort was not strong enough and the pirates came in and took two vessels belonging to the town, one of which was valued at \$100,000, and were towing them out of the harbor, when the Americans opened fire upon them, each vessel having a few guns. They sank one of the prizes and captured the other, and the pirate vessel was captured in a sinking condition. The pirate vessel mounted 22 guns and 150 men, all of whom were shackled together with irons and marched into town and delivered by the Americans to the Governor. Before this the Americans were treated with disdain and contempt and had dirt thrown upon them as they passed in the streets, but since were treated with great civility and respect.

CAPT. ABEL JOHNSON,

Joined the Marine Society Nov. 25, 1819.

Died at Cape Henry, Hayti, 1826, aged 33 years.

CAPT. ALEXANDER LIVINGSTON,

Joined the Marine Society Nov. 25, 1819.

Died Aug. 27, 1826, aged 43 years.

Capt. Livingston commanded schooners Lydia, Peace and Plenty, Ames.

CAPT. RICHARD PICKETT,

Joined the Marine Society Nov. 25, 1819.

Died Jan. 1, 1847, aged 59 years.

Capt. Pickett while in command of the brig Alexander, Aug. 31, 1812, was captured by the sloop or war Curlew and ordered to England. He also was master of the ship Caravan and brig Angola.

CAPT. DAVID HASKELL,

Joined the Marine Society Nov. 25, 1819.

Died April 17, 1857, aged 81 years, 5 months.

CAPT. JOHN H. TITCOMB,

Joined the Marine Society Nov. 30, 1820.

Died June 14, 1854, aged 65 years, 10 months.

Capt. Titcomb commanded brig Scia and ship Parachute.

CAPT. DENNIS CONDRY,

Joined the Marine Society Nov. 29, 1821.

Died at Somerville, Nov. 26, 1876, aged 82 years.

Capt. Condry commanded many vessels; among them we find ships Russell, Epomands, Potomac, Kasso, Florida, Moses Davenport, Merrimack, Delia Walker and others. He was appointed lieutenant commander in the U. S. Navy Oct. 5, 1861.

CAPT. HECTOR COFFIN,

Joined the Marine Society Nov. 28, 1822.

Died Jan. 5, 1846, aged 63 years.

Capt. Coffin commanded the brig Huntress, ship Ontario, and ship Franklin.

CAPT. JOSEPH P. RUSSELL,

Joined the Marine Society Nov. 25, 1824.

Died April 26, 1852, aged 83 years.

Capt. Russell was master of ship Sarah.

CAPT. MARK SYMONDS,

Joined the Marine Society Nov. 24, 1825.

Died Jan. 4, 1876, aged 76 years.

Treasurer from Nov. 26, 1846 to Nov. 27, 1862.

Capt. Symonds commanded brigs George, Leo, ship Iliad, Golconda and Yaide. Capt. Symonds was one of the founders of

the James steam mills, January, 1842, also one of the founders of the Globe mills 1845. He was a member of the city council in 1852, 1863, school committee in 1851, 1852, 1853.

CAPT. ABEL COFFIN,

Joined the Marine Society, Nov. 24, 1825.

Died at St. Helena, in 1837, aged 45 years.

Capt. Coffin commanded brig Elizabeth, ships Telegraph, Rebecca Coffin, Monsoon, Gentoo and Sachem. Arriving into Boston, Aug. 16, 1829, he had as passengers the famous Siamese Twins, from Tringana, Siam. The twins resided at Capt. Coffin's residence on Washington street; the wives of the twins were mulattoes and twin sisters. They died at Greensborough, N. C., in 1874, aged 63.

CAPT. WILLIAM TITCOMB,

Joined the Marine Society Nov. 30, 1826.

Died Aug. 1, 1844, aged 52 years.

Capt. William Titcomb commanded brigs Atlas, Liberty and Leader.

CAPT. ZEBULON TITCOMB,

Joined the Marine Society Nov. 30, 1826.

Died Nov. 12, 1850, aged 62 years.

CAPT. CALEB W. NORRIS,

Joined the Marine Society Nov. 29, 1827.

Died at Canton, Dec. 13, 1833, aged 41 years.

Capt. Norris commanded brig Crusader, ships Merrimack, Charles Carroll, Golconda and Potomac.

CAPT. THOMAS A. SMITH,

Joined the Marine Society Nov. 29, 1827.

Died Dec. 10, 1851, aged 56 years.

Capt. Smith commanded the brig Pocahontas and brig Mars.

CAPT. NATHANIEL S. OSGOOD,

Joined the Marine Society Nov. 26, 1829.

Died May 2, 1881, aged 80 years.

Secretary from Nov. 30, 1848 to Nov. 28, 1867.

Vice President from Nov. 30, 1876 to Nov. 29, 1877.

President from Nov. 29, 1877 to Nov. 27, 1879.

Capt. Osgood was born April 23, 1801. His first voyage to sea was as supercargo of the brig Herod, John Wills, master, bound to Calcutta; next on the ship Potomac, Caleb Norris master, making 13 voyages to Batavia and Ceylon. He made three voyages carrying provisions in the Greek war covering two years each. He gave up his sea life in 1844 and was appointed to a situation in the Custom House at Newburyport and was always greatly interested in the Marine Society and always worked for its interest.

CAPT. AMOS NOYES,

Joined the Marine Society Nov. 25, 1830.

Died at San Francisco Oct. 19, 1878, aged 79 years.

Capt. Noyes commanded brig Arcturus and ship Henry.

CAPT. JOHN C. HARDY,

Joined the Marine Society Nov. 25, 1830.

Lost at sea, Jan. 25, 1845.

Capt. Hardy commanded schooner Harkarin, which was lost at Key West, Nov. 25, 1833; also brig Souther from which vessel he was washed overboard and drowned, Jan. 25, 1845.

CAPT. MICAIAH LUNT, JR.,

Joined the Marine Society Nov. 25, 1830.

Died Jan. 8, 1874, aged 77 years, 8 months.

Vice President from Nov. 30, 1837 to Nov. 24, 1842.

President from Nov. 24, 1842 to Nov. 27, 1862.

Capt. Micajah Lunt, Jr., was born in 1796. In 1813, when but 17 years old, he shipped on board the Argus, Capt. Parsons, the

first letter of marque from Newburyport in the war of 1812, which took three prizes. Capt. Lunt was on board the brig Essex, commanded by Capt. William Nichols, when she captured the British letter of marque "Carrisbrook Castle" of 16 guns, a prize of great value. At the age of 19 he took command of the brig Olive, 157 tons and made his first voyage as master to Nantz, France. After retiring from the sea he entered into the mercantile business. He was president of the Bartlet Steam Mills for a quarter of a century, for 20 years president of the Merchants bank, and for some 10 years president of the Institution for Savings. In 1848 he was treasurer of the fund for the relief of the Irish sufferers; the churches and people united and \$2002.07 was raised and food and clothing sent to them.

CAPT. GEORGE LUNT, JR.,

Joined the Marine Society Nov. 25, 1830.

Died Sept. 4, 1879, aged 74 years, 6 months.

Treasurer from Nov. 28, 1867 to Nov. 29, 1877.

Vice President from Nov. 29, 1877 to Nov. 28, 1817.

Capt. Lunt commanded many fine ships, among which we find ships Josiah L. Hale, Fanchon, (which was burned at sea Dec. 27, 1850), Franchise, Thalia, Gulnare, Franconia, Fredonia, George West, Winona, Blondel, Inez, George Griswold. A public reception was tendered Capt. Lunt upon his arrival into Liverpool, Feb. 16, 1863, in the ship George Griswold with food for the distressed Irish. Speeches were made by members of the House of Lords and Commons and by the President of the Chamber of Commerce, praising the generosity of the American people. In replying to the many kind words said to him, Capt. Lunt expressed the wish that this proof of mutual good feeling might strengthen the tie that binds both England and America together. Upon leaving Capt. Lunt was presented with an elegant telescope.

CAPT. BENJAMIN PIERCE,

Joined the Marine Society Nov. 25, 1830.

Died Aug. 29, 1860, aged 67 years, 10 months.

Capt. Pierce commanded the brig Dove in 1820, brig Syrene in 1822, 1823. In 1844 he commanded Ship Hannah Sprague and

while at anchor outside the bar discharging salt from Cadiz, the ship began to drag her anchors on account of the heavy sea. On Monday, Oct. 28, 1844, she was obliged to cut away her masts to prevent her going ashore on Plum Island.

CAPT. GILES P. STONE,

Joined the Marine Society Nov. 24, 1831.

Died April 29, 1876, aged 77 years, 9 months.

Treasurer from Nov. 28, 1839 to Nov. 26, 1846.

Vice President from Nov. 26, 1846 to Nov. 27, 1862.

President from Nov. 27, 1862 to his death, April 29, 1876.

Capt. Stone was born Sept. 19, 1798. His first voyage was taken when he was 18 years old. Became master of the brig *Leo* when he was 21. Feb. 24, 1823, while lying in the harbor at Porto Rico, he was boarded by pirates who tied the captain's and mates' hands behind their backs and threatened to kill them if they did not give up their money, breaking open the trunks and taking \$700. They then went forward and wounded two of the crew, who made so much noise that the pirates fled, taking with money all the captain's and mates' clothing. Capt. Stone's last voyage was in the ship *Alciope* in 1836 to St. Petersburg, where he attended the festival celebrated in honor of the birthday of the empress. His grandfather, Capt. Jonathan Persons, was the first president of the Marine Society.

CAPT. ANTHONY KNAPP, JR.,

Joined the Marine Society Nov. 24, 1831.

Died Sept. 6, 1879, aged 80 years, 11 months.

Capt. Knapp was born in Newburyport, Sept. 27, 1798. He first went to sea at the age of 13. In July 1812 he joined the privateer brig *Decatur*, then fitting out for sea at Newburyport as a seaman, but his father objected as he was not quite 14 years of age. The *Decatur* sailed away without him, but Anthony knowing that the brig was to touch at Salem, Mass., stole from home in the night and walked all the way to Salem and rejoined the *Decatur* there and went to sea in her. They were very successful and captured many prizes. The first one was the bark *Duke of Savoy*,

then brig Elizabeth, armed brig Thomas, brig Devonshire, brig Concord, brig Hope, armed brig William and Charlotte, armed ship Diana, armed brig Fame and ship Commerce, carrying 14, 9 and 6 pounders. Then the Decatur sailed for home and arrived at Newburyport Sept. 23, 1812. When not quite 21 years of age, Anthony was mate of a brig lying at Martinique, W. I. The captain dying there, Anthony brought the vessel home to Boston in the middle of winter and received a handsome present from the owners; was made captain the next voyage. When master of the brig Two Brothers of Newburyport, he was taken by pirates on the south side of San Domingo, Dec. 1, 1822. He was bound from San Domingo to Jacumel. Captain and crew were set adrift in a boat. They coasted along the shore and arrived at Jacumel Dec. 28 1822. The pirates sank their own vessel and retained the Two Brothers and used her as a pirate brig. Capt. Knapp had \$3000 in cash when captured, as he was to purchase a cargo at Jacumel. When the pirates ordered them into the boat (his brother Sam being mate) Capt. Knapp tossed an old pair of boots into the boat, saying: "Here, Sam, is an old pair of boots, you may need them." In these boots were concealed the \$3000 which the pirates did not get.

CAPT. JEREMIAH P. WOOD,

Joined the Marine Society Nov. 29, 1832.

Died in Boston, September 1837, aged 35 years.

CAPT. JOHN COFFIN,

Joined the Marine Society Nov. 29, 1832.

Died April, 1845.

Capt. Coffin commanded the ship Franklin.

CAPT. EDMUND PIKE,

Joined the Marine Society Nov. 29, 1832.

Died Oct. 9, 1875, aged 82 years.

Capt. Pike commanded ships Amity, Medora, Thomas Perkins, Stirling, Inez, Merrimack and Fanchon.

CAPT. DAVID STICKNEY,

Joined the Marine Society Nov. 29, 1832.

Died at New Orleans, Jan. 5, 1849, aged 50 years.

Capt. Stickney commanded brigs Nikolai, Oak and brig Ark.

CAPT. WILLIAM A. CHENEY,

Joined the Marine Society Nov. 29, 1832.

Died Aug. 17, 1876, aged 79 years, 1 month.

Capt. Cheney was in command of schooner Mayflower, brigs Fame and Jubilee.

CAPT. SAMUEL BOARDMAN,

Joined the Marine Society Nov. 29, 1832.

Died June 2, 1857, aged 86 years.

CAPT. FRANCIS B. TODD,

Joined the Marine Society Nov. 28, 1833.

Died at Havana May 7, 1841, aged 35 years.

Capt. Todd was master of ships Allioth and Emerald.

CAPT. BENJAMIN BARBER,

Joined the Marine Society Nov. 28, 1833.

Died at Mayaguez, P. R., June 9, 1834, aged 54 years.

Capt. Barber was master of schooners Farmer, Caleb, Governor, Susan, Arethusa, Essex, Mary C. Ames, brigs Sally and Montserat.

CAPT. JOHN N. WILLS,

Joined the Marine Society Nov. 28, 1833.

Died March 9, 1854, aged 44 years, 9 months.

Capt. Wills was master of ships Rolla and Agawam.

CAPT. GEORGE COFFIN,

Joined the Marine Society Nov. 28, 1833.

Died at Boston, March, 1867.

Capt. Coffin was master of a number of ships; among them we find Aristotle, Flavio, Republic, Franklin, Amazon, President, Alhambra, Oregon, Shawmut, Carolus, Magnus, Ocean Queen.

CAPT. ISAAC S. COFFIN,

Joined the Marine Society Nov. 28, 1833.

Died at New Orleans, Jan. 24, 1855, aged 56 years.

Capt. Coffin was master of the ships Science, Xylon and Columbia. During his sea life he never called upon the underwriters in any way.

CAPT. CHARLES TYNG,

Joined the Marine Society Nov. 27, 1834.

Died at Providence, R. I., June 20, 1879, aged 78 years.

Capt. Tyng was master of the ship Bashaw.

CAPT. SAMUEL M. JOHNSON,

Joined the Marine Society Nov. 27, 1834.

Died at sea, Sept. 5, 1835, aged 36 years.

Capt. Johnson was master of ship Plutarch.

CAPT. BENJAMIN PERKINS,

Joined the Marine Society Nov. 27, 1834.

Died May 23, 1835, aged 37 years.

CAPT. CHARLES BUNTIN,

Joined the Marine Society Nov. 27, 1834.

Expelled Aug. 27, 1835.

Capt. Buntin was master of the ship Spartan.

CAPT. NATHANIEL NOWELL,

Joined the Marine Society Nov. 27, 1834.

Died at San Francisco, July 27, 1851, aged 53 years, 6 months.

Capt. Nowell was master of ship Navy and Henry.

CAPT. FRANCIS D. HARDY,

Joined the Marine Society Nov. 27, 1834.

Died in Cambridge, October 1884, aged 80 years.

Capt. Hardy commanded the schooner Mayflower, brigs Scio, Salamus and Argyle.

CAPT. SAMUEL BUTMAN,

Joined the Marine Society Nov. 26, 1835.

Died at sea, Sept. 25, 1838, aged 37 years.

Capt. Butman was master of brigs America and Otter.

CAPT. WILLIAM LE CRAW,

Joined the Marine Society Nov. 26, 1835.

Died Sept. 26, 1865, aged 69 years, 9 months.

Capt. Le Craw commanded many vessels. Among them we find ships Copia, Palmyra, Brutus, Advance, Copal, Gen. Harrison, Concord, Cuba, Fair Trader, Monterey, Delia Walker and East Indian. Capt. Le Craw and other ship masters spent their leisure hours around the stove in Davenport's store at the head of Ferry wharf.

CAPT. WILLIAM PLUMMER,

Joined the Marine Society Nov. 24, 1836.

Died April 10, 1845, aged 41 years.

Capt. Plummer commanded ships Germany, Tacitus, Arburton and bark Argosa.

CAPT. ENOCH GERRISH,

Joined the Marine Society Nov. 24, 1836.

Died April 10, 1851, aged 64 years, 2 months, 15 days.

Capt. Gerrish commanded the brig Syrene of Newburyport, cleared for New Orleans March 3, 1824, sailed for Rio de Janeiro left Rio for Boston, June 12, 1825, put into Portsmouth, N. H., Aug. 12, 1825, 61 days from Rio. August 2, experienced a severe gale which split the foresail and while laying to under bare poles, was struck by a heavy sea on the starboard quarter which threw

the brig on her beam ends, carried away sails, waist and quarter boards, shifted ballast and stove her water casks. She righted by cutting away her main mast which took with it her fore-topmast, trysail boom and gaff, having three and a half feet of water in her hold.

CAPT. JEREMIAH N. JAQUES,

Joined the Marine Society Nov. 24, 1836.

Died July 30, 1849, aged 50 years.

Capt. Jaques commanded ships Angelo, Vesper, Inez, and bark Wessacumcon.

CAPT. WILLIAM GRAVES, JR.,

Joined the Marine Society Nov. 30, 1837.

Died Sept. 1, 1877, aged 66 years, 5 months.

Treasurer from Nov. 27, 1862 to Nov. 28, 1867.

Vice President from Nov. 28, 1867 to Nov. 30, 1876.

President from Nov. 30, 1876, to his death, Sept. 1, 1877.

Capt. Graves was born in 1811. He became master of a ship in early life, having command of bark Cynthia, ships Leodese, Angelo, Thomas Perkins. For many years he was treasurer of the Bartlet Mills. In 1866 he was elected mayor of the city of Newburyport; alderman 1854 to 1858, and in 1863; school committee, 1851, 1852.

CAPT. ROBERT H. PEARSON,

Joined the Marine Society Nov. 29, 1838.

Died in Shanghai, April 15, 1854, aged 46 years.

Capt. Pearson commanded barks Vixon, Byron, Rose Standish, Paris, ships Golconda and Nestorian.

CAPT. WILLIAM H. HUNT,

Joined the Marine Society Nov. 29, 1838.

Died Sept. 13, 1847, aged 45 years.

Capt. Hunt commanded bark Apollo and ship Vesper.

CAPT. AMBROSE H. WHITE,

Joined the Marine Society Nov. 29, 1838.

Died at Boston, June 3, 1881, aged 80 years.

Capt. White was born in Marblehead, Dec. 17, 1800, and commenced his sea life at the age of 13. At the age of 21 he was supercargo. At age of 23 he was master and continued for 30 consecutive years, 12 years of which was in Batavia and China trade. In 1824 he took up his residence in Newburyport and became a Calcutta merchant until near his death, a man of sterling integrity and very religious. Capt. White commanded ships Virginia, Potomac, Ashtabula, Argonaut, Ashburton, Alciope, Franchise and Moses Brown.

CAPT. ISAAC G. TAPPAN,

Joined the Marine Society Nov. 29, 1838.

Died Sept. 17, 1840, aged 34 years.

Capt. Tappan was master of brig Carthage.

CAPT. ISAAC A. BRAY,

Joined the Marine Society Nov. 28, 1839.

Died April 16, 1870, aged 60 years.

Capt. Bray was born in Newburyport in 1810, and commanded the brigs Mary, Caravan, ships Leonore, Inez, Franchise. In 1846 he left the sea, moved to Portland, Maine, and went into business with his brother-in-law. After a few years he returned to Newburyport, took command of the ship Bengal owned by J. J. Knapp and others and, accompanied by his wife, made voyages to Russia, and in the early days of the gold discovery to San Francisco. Not long after he was wrecked at St. Michaels, Western Islands. Soon after the ship Merrimack, of which he was part owner, was built by John Currier. While superintending the construction of this ship, Capt. Bray contracted a severe cold, of which during his life he was a great sufferer, it having resulted in rheumatism. He made many voyages afterwards; was in Calcutta at the time of the Sepoy rebellion. Among other Newburyport shipmasters in Calcutta at that time was Capt. George Lunt and family, Capt. Edward Graves. At this time there was great excite-

ment among the Europeans fearing an insurrection by the native population. At the hotel which was kept by James S. Tappan, a native of Newburyport, preparation was made for defence in case of attack. Arms of all kinds were kept in abundance in the rooms, loaded and ready for use, a constant watch kept day and night, all taking turns, but the disturbance passed over, no uprising taking place. This was Capt. Bray's last voyage. He retired from the sea and was a member of the school committee in 1862, 1863, 1864.

CAPT. HENRY SHOOF,

Joined the Marine Society Nov. 28, 1839.

Died April 4, 1881, aged 78 years, 9 months.

Capt. Shoof commanded brig Rapid, bark Sirabo, ships Flavio, Medora, Ocean Queen, Black Hawk, Glendower, Jacob Perkins and Parthenia.

CAPT. TIMOTHY YOUNG,

Joined the Marine Society Nov. 24, 1842.

Lost at sea.

Capt. Young commanded ship Plymouth, brigs James Caskie, Salisbury, Creole, John Caskie and ship Huguenot.

CAPT. DANIEL KNIGHT,

Joined the Marine Society Nov. 30, 1843.

Died at Danvers, Feb. 2, 1883, aged 76 years, 4 months.

Capt. Knight commanded barks Sagamore, Oberlin, ships Masconomo, Navigator, Spartan (lost at Nassau, Nov. 22, 1840), ship Ariadne.

CAPT. STEPHEN P. BRAY,

Joined the Marine Society Nov. 30, 1843.

Died June 10, 1883, aged 71 years.

Treasurer from Nov. 29, 1877 to Nov. 28, 1878.

Vice President from Nov. 28, 1878 to Nov. 27, 1879.

President from Nov. 27, 1879, until his death, June 10, 1883.

Capt. Bray was in command of ships Edward, Inez, Winona, Persia, Medora and Volant. He was always greatly interested in the affairs of the Marine Society and was highly respected by all his associates.

CAPT. FREDERICK W. CARTER,

Joined the Marine Society Nov. 30, 1843.

Died at Bordeaux, Oct. 6, 1871, aged 59 years.

Capt. Carter commanded ships Whampoa, Switzerland and Aristides.

CAPT. THOMAS C. SIMPSON,

Joined the Marine Society Nov. 30, 1843.

Died Feb. 18, 1881, aged 61 years, 6 months.

Vice President from Nov. 27, 1879, till his death, Feb. 18, 1881.

Capt. Simpson commanded the ship Saladin. During the latter part of his life, for many years, he lost his eyesight, but bore it with courage and fortitude, was always present at the meetings of the society and was highly respected and beloved by all and was always accompanied to his home after the close of our meetings by some one of the society to protect him from accident or falling.

CAPT. JOHN SIMPSON,

Joined the Marine Society Nov. 30, 1843.

Died Sept. 7, 1887, aged 84 years, 11 months.

Superintendent of rooms from Nov. 26, 1868 to Nov. 1877.

Capt. John Simpson commanded ships Moses Wheeler, Saladin, Alkmar, Gen. Harrison, Astrea, barks Allioth and Statira.

CAPT. SAMUEL KNAPP,

Joined the Marine Society Nov. 30, 1843.

Died Jan. 21, 1858, aged 54 years.

Capt. Knapp commanded brigs Sea Island, Lady Washington, Carthage, ships John Currier, Gen. Harrison, Ferax, Clarisa Currier, bark John Caskie.

CAPT. SAMUEL GOODHUE,

Joined the Marine Society Nov. 28, 1844.

Lost on Long Island Sound, Oct. 10, 1866, aged 61 years, 5 months, 26 days.

Capt. Goodhue was in command of ships Franklin, Pacific, Talbot, Nestoria and Geneva.

CAPT. OLIVER O. JONES,

Joined the Marine Society Nov. 28, 1844.

Died Feb. 9, 1856, aged 47 years.

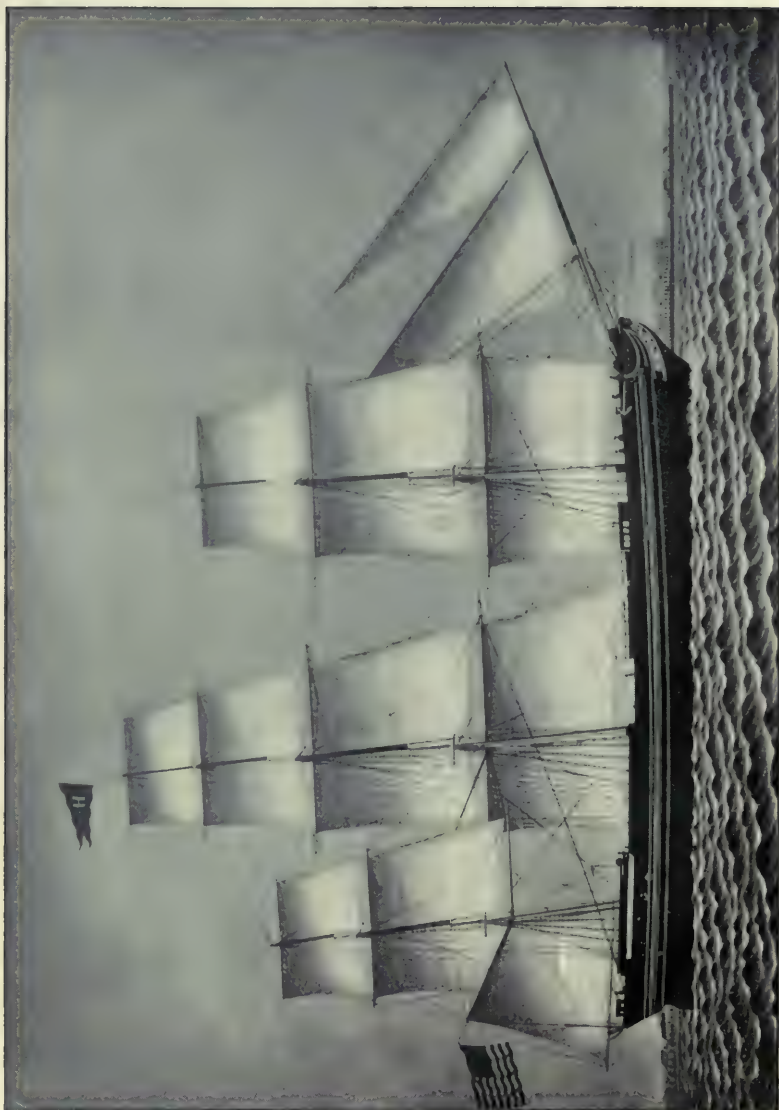
Capt. Jones was in command of brig Athens, bark Hesper, brig James Caskie, bark Antwerp, brig Essex.

Oct. 18, 1849, brig James Caskie, Oliver O. Jones, master, sailed for San Francisco. Passengers, Mrs. Jones and child, Gorham Currier, Charles H. Currier, Charles H. Hale, all of Newburyport.

[EXPERIENCE IN THE LIFE OF CAPT. JONES IN CALIFORNIA, 1849-50.]

October 20, 1850.

Today I heard that the brig James Caskie, Capt. O. O. Jones, was boarded last night by a band of robbers, and Capt. Jones severely wounded, and I immediately took our small boat and went off to see him. I found him in his cabin, lying on a cot, his face covered with wounds and his shirt with blood. He had been suffering from absence of mind, previous to my going off, but during the time I was with him, he was quite rational, and talked freely of last night's doings. I found his wife in a high state of excitement also. Poor woman, she had suffered everything during the last night's affray. It appears that the Captain and his wife and little boy, and a young man about eighteen years of age, were the only persons on board. The Captain and his wife retired early in the evening, and in the dead hours of night they heard a noise and some one coming down into the cabin. The Captain said he thought some of us had been out in the harbor in a boat, and had come on board to frighten him, but presently the individuals came into the cabin with a dark lantern, and made for his stateroom door; he immediately got up and placed himself in a state of defence, but he had no weapons that he could get hold of. They cried out, "Kill him!" and fired their revolvers at him, but by some means not a ball struck him, but lodged in different places in the sides of the cabin. One of the robbers got a broad sword that was on board of the vessel, and attacked the Captain with that. He left several marks with this instrument on the sides of the door where he had aimed his blows at the Captain, which were evaded by him. After they had fired their pistols, and the dark lantern had been put out, they had some hard



SHIP "GENEVA," OF NEW YORK, S. GOODHUE, COMMANDER,
PASSING ELSINORE CASTLE, OCTOBER THE 9TH, 1844.

fighting, Mrs. Jones begging all the time for the life of her husband and offering them anything on board if they would only spare his life, but they cried out: "Kill him! Damn him, how strong he is!" etc. One man finally got the Captain's head under his arm, and then held it, telling one of the others to stab him under his ear, and as he struck at him with a dirk, Capt. Jones snatched it out of his hand and thrust it down on the floor, where the man could not find it again. I saw the dirk. It was very much bent by the grip of the Captain in getting it from the robber. They then struck him several blows with a slung shot, which prostrated him, and after leaving him, they demanded of Mrs. Jones the money. She gave them a box of silver, \$900, and after searching the cabin and taking what they wanted, they left him tied, and shut the door and placed her in an apartment outside the cabin, and told her not to go in and release him under half an hour, or both of their lives would be in danger. They then went on deck and hauled a slide over the stairway, and put two bundles of shingles over it. After she had stood in her allotted place, trembling, for half an hour, she ventured to open the door and go into the room where her husband was tied. She asked him if he wished to be untied (apparently to ascertain if he had returned to consciousness), when he replied in the affirmative. When she got a light, and looked upon him, such a sight she never beheld. His face, head and shirt were covered with blood, and flesh from head hanging in shreds; also his hands all torn to pieces. Mrs. Jones (from necessity), collected her thoughts, and got the Captain to swallow strong doses of brandy, and took water and partially cleansed the face and hands, bound up the hanging flesh the best she could. In about one hour's time the Captain, with the stimulants and partial dressing of wounds, came to himself, so as to be able to get on deck, with the help of the young man, who had been tied up and locked in a room, the first thing the robbers did when they came on board. After the Captain regained the deck, all came up, Mrs. Jones and son, with the young man. The first help that came was the steamer Tehama, just coming to her berth at San Francisco from up river. Capt. Jones hailed her as she passed, and like true men, she came to us. They got a cot put up, placed the Captain on it, and did lots of kindly service, and sent a physician on board, who dressed his wounds, and said they were not necessarily incurable.

The Captain fought desperately till they used the slung shot, and struck him over the head and made several holes in his skull. How he escaped with his life is a miracle.

Mrs. Jones' system was in such a state of excitement that at times she was wandering in her mind, and imagined she saw the robbers as on that eventful night.

Capt. Robert Pearson, of Newburyport, came after her in his boat. She went on board some nights with Capt. Pearson and wife, but returned to the brig in day times,

Long months after, Capt. Jones recovered sufficiently of his wounds to leave San Francisco in the brig for Callao and home, having seen four of the robbers hung, after confessing, by the Vigilance Committee of San Francisco.

J. F. STUART, of Newburyport.

CAPT. JOHN C. HOYT,

Joined the Marine Society Nov. 28, 1844.

Died March 28, 1862, aged 58 years.

Capt. Hoyt commanded bark Oberlin, ships Dolphin, Gen. Parkhill, ship East Indian.

CAPT. ISAAC N. KNAPP,

Joined the Marine Society Nov. 28, 1844.

Resigned Aug. 28, 1851.

Capt. Knapp was born in Newburyport, June 1, 1814. He made his first voyage when 13 years old in the schooner Mary Jane of Newburyport; continuing his sea life in various capacities, he took command of the brig Carthage of Newburyport in 1840, and had command of her until 1847. After this he sailed as master in many vessels. Brig Ann, Barks Park, Little Lizzie, ships Lanerk, Mayflower, Commonwealth, Kentucky, William Chamberlain, Crown Point, Don Quixote, Cultivator, barks Elizabeth Leavett, Helen Marr, Edwin and others.

CAPT. THOMAS PRITCHARD, JR.,

Joined the Marine Society Nov. 27, 1845.

Died Nov. 2, 1865, aged 54 years, 10 months.

Capt. Pritchard was master of brig Massachusetts, bark Nabob, ships Whampoa, Lilla Mansfield, Navigator, Hesper, Prince Imperial and Sonora.

CAPT. ISAAC GREEN JOHNSON,

Joined the Marine Society Nov. 25, 1845.

Died Oct. 29, 1852, aged 43 years.

Capt. Johnson was in command of brig Ark and ship Persia.

CAPT. ALEXANDER GRAVES,

Joined the Marine Society Nov. 25, 1845.

Died May 17, 1869, aged 46 years.

Capt. Graves commanded ships Castilian, Kennmore and Tennyson.

CAPT. JOSHUA HALE,

Joined the Marine Society Nov. 25, 1845.

Died April 18, 1894, aged 81 years, 4 months.

In a letter written to the secretary of the Marine Society March 4, 1891, Capt. Hale says "I was born in Newburyport in December 1812, and went to New York in 1829, was clerk in an insurance office agency of Washington Marine Insurance Company of Boston. By a law of the state of New York, agencies from other states were prohibited from insuring in New York and the Atlantic Marine Insurance Company of New York was formed and organized in November 1829, and I was chosen secretary. My health failed me and I went to sea in the brig America in 1830 on leave of absence and at the end of my voyage returned to the office. I soon found that I could not confine myself to office work, suffering very much from severe headaches. In 1831 I resigned my position as secretary and concluded to change my business and went to sea in brig Alice and was in her as mate and captain, taking command in May, 1833, in Savannah, and remained in her till taking charge of the ship Persia in 1835, in New Orleans. The ship was sold in 1836, and again I tried to live on shore and was chosen vice president and inspector of the Union Marine Insurance Company of New York, and held the position only six months before I was again compelled on account of health to leave the office work and have more out door employment. As health was now the main business, and being at sea suited me, I took command of the ship John Barring of New York and went to New Orleans and Liverpool and into the Baltic to Gothland to bring home the cargo of the ship Milo (wrecked there) to Boston. The ship Geneva was built in 1837 and I took charge of her and was in her until 1843, when we built the Pacific, and in 1844 I took command of her and was in her until 1846; then took the new ship Huguenot and was in her only one year, when my family was sick and I gave up going to sea, for the time, which proved to be all time. Since then I have lived in this "our good city by the sea" in the house in which I was born. My health since 1870 has not been strong and I have had several cases of very severe sickness and been confined to my house over a year at a time, in consequence of which I resigned all positions of trust in which my friends had placed me, in Mechanicks bank, Institu-

tion for Savings, Bartlett Mills, etc., and now am trying to live quietly and do what good I can while here and await the call we all must hear and be ready when the summons shall come, with I hope, a perfect trust in Him, whose I am. With my ardent wish and prayer for the welfare of each and every member of our society. Your respectfully.

JOSHUA HALE."

CAPT. MOSES BROWN,

Joined the Marine Society Nov. 25, 1847.

Died Aug. 27, 1862, aged 53 years.

CAPT. OLIVER D. PILLSBURY,

Joined the Marine Society Nov. 30, 1848.

Died at Charlestown, Oct. 4, 1852, aged 34 years.

Capt. Pillsbury was born in Byfield, Newbury, Dec. 30, 1816. He was the son of Paul Pillsbury, who was among the first to enlist as a soldier in the war of 1812. He was a stern parent and his boys left home as soon as possible. One of them, Oliver D. (our subject) put on two suits of clothes one Sunday morning and left the house under the pretext of doing some household chores and went to sea, where he rose to be master, and did not return for nine years. He was master of bark Hesper, brigs James Caskie, Salisbury and James Gray.

CAPT. ROBERT BAYLEY, JR.,

Joined the Marine Society Nov. 29, 1849.

Died Nov. 11, 1883, aged 75 years, 4 months.

Capt. Bayley was born in Newbury in 1808. He became a master very early in life, trading to the West Indies, sailing in the brig Cedric, barks Panchinta, Ann and William Schroder. In 1830, in connection with his father, he founded the house of Robert Bayley & Sons and continued in the West India trade until Jan. 1, 1879. For many years the firm paid custom duties from \$50,000 to \$100,000 a year, and built several vessels, viz: Brig Almira, 176 tons, bark Edward Kopisch, 250 tons, bark William Schroder, schooner Amelia, 129 tons, schooner Edward Lameyer, 164 tons, brig Tula, 181 tons.

CAPT. CHARLES M. BAYLEY,

Joined the Marine Society Nov. 29, 1849.

Died March 13, 1892, aged 78 years.

Capt. Bayley commanded brig Cedric, brig Barclay, barks Panchita and William Schroder. July 20, 1840, in coming into Newburyport in the bark Panchita, the mate, Mr. Abram Lunt, in firing a salute, the second charge exploded and Mr. Lunt's hand was taken off at the wrist and had to be amputated. Upon retiring from the sea, Capt. Bayley united with the house of Robert Bayley & Sons and continued with them through life.

CAPT. HENRY COOK,

Joined the Marine Society Nov. 29, 1849.

Died Nov. 23, 1886, aged 70 years, 9 days.

Treasurer from Nov. 28, 1878 to Nov. 24, 1881.

Vice President from Nov. 24, 1881 to Nov. 29, 1883.

President from Nov. 29, 1883, to his resignation, Nov. 27, 1884.

Capt. Cook commanded ships Bengal, Crown Point, Jacob Horton, Hannah Sprague, Isaac H. Boardman and North Atlantic. He was a member of the city council in 1864.

CAPT. JOHN M. COFFIN,

Joined the Marine Society Nov. 28, 1850.

Died at New Orleans, Sept. 15, 1852, aged 38 years.

Capt. Coffin commanded ships Lowell, Albatross, Ocean Queen, and Susan.

CAPT. JAMES COOK,

Joined the Marine Society Nov. 28, 1850.

Died at Trenton, N. J., Aug. 9, 1880, aged 71 years.

Capt. Cook commanded brig Keying, barks Hesper, Waiter-mata, ships Hannah Sprague and Bengal.

CAPT. WILLIAM H. LUNT,

Joined the Marine Society Nov. 28, 1850.

Died Sept. 28, 1900, aged 81 years, 4 months, 10 days.

Treasurer from Nov. 24, 1881 to Nov. 24, 1887.

Capt. Lunt commanded many ships, viz: Hannah Sprague, Caroline Tucker, Bell Wood, Atmosphere, Prima Donna, Cynosure, Humbolt, Medora, Calumet, Palos, Helen McGraw, Lenora, Longwood and Inez.

CAPT. FREDERICK MOORE,

Joined the Marine Society Nov. 28, 1850.

Died Dec. 27, 1887, aged 76 years, 1 month.

Capt. Moore commanded a large number of vessels, viz: Brigs Nectar, Alpine, Ann, Lady Washington, bark William Schroder, ships Winchester, Charles H. Lunt, North Atlantic Montana, Copia, Caravan, Tacitus, Gen. Harrison, Amity, Jacob Perkins, Nonamtum, Stanley and Cayzike.

CAPT. ANDREW J. MILTIMORE,

Joined the Marine Society Nov. 27, 1851.

Died Jan. 16, 1865, aged 93 years, 6 months.

Capt. Miltimore commanded ship Jane, brigs Alice and American. On the voyage of the brig American, having sprung aleak and abandoned at sea, crew saved by British bark Nana, who afterwards became disabled and was also abandoned, both crews saved by ship Nimrod and taken to St. John's, N. B.

CAPT. MOSES J. MULLIKEN,

Joined the Marine Society Nov. 27, 1851.

Died Dec. 23, 1903, aged 87 years, 2 months, 19 days.

Superintendent of rooms from 1881 to his death.

[THE FOLLOWING ACCOUNT OF HIS LIFE WAS WRITTEN BY HIS SON.]

Moses J. Mulliken, son of Samuel and Phebe Parsons Mulliken, was born the 4th of October, 1816, in Newburyport, Mass. An upright character, inherited from his Puritan ancestors, united with a disposition of rare sweetness, made him beloved and respected by all who knew him.

After graduating from the High school, he began his seafaring life as a boy of sixteen on board the Medora, a ship just built in Newbury. Capt. William Graves was master, James



CAPT. MOSES J. MULLIKEN, CAPT. WILLIAM REED, CAPT. BENJAMIN C. EMERTON.
THREE OLDEST MEMBERS IN 1903.

Clarkson mate, and nearly all the crew were from Newburyport. They sailed from Newburyport, bound to Havre, and from there went to Smyrna. Young Mulliken thus visited Asia before he had seen Boston, the capital of his own state.

His second voyage was on board the bark *Thalia*, Capt. Lunt master, and it was on this bark that he experienced his first and only shipwreck. The vessel was lost at the head of the Baltic, off the Isle of Dago. She ran on a reef, in the daytime, with a pilot on board. The crew were picked up by a Russian man-of-war, and Capt. Mulliken was fond of telling, in after days, how they breakfasted that morning from mush in a huge iron kettle hung from the middle of the forecastle. Each man was given a spoon, and pitched in with all his might. Landing at Cronstadt, the American consul found means of sending the sailors home. Capt. Mulliken saved only the clothes he wore at the time, and a little box he was bringing home to his sisters.

When second mate of the brig *Corsica*, Capt. Mulliken visited England. It was an unusually cold winter, and the Mersey was frozen over, which was a great novelty to the Englishmen. Everyone was out on the river trying to skate. Capt. Mulliken, like all Newburyport boys, was an adept at the art, and as soon as he could leave, started out to see the fun. He hired a pair of skates, and circled about the river in a way which made the John Bulls stand in a ring around him, and clap their hands. In the crowd was Capt. Isaac Bray, of Newburyport, and Mrs. Bray.

As a mate on the *Corsica*, Capt. Devereux master, bound to Boston, Capt. Mulliken saw another cold winter. The rigging was covered with ice, and what was worse, the provisions began to give out before the voyage was ended. Finally one pilot bread a day was the allowance. One stormy morning after the mate had been on deck all night, Mrs. Devereux tried to make him share her biscuit. Anyone who ever knew Capt. Mulliken can readily imagine how quickly and determinedly he refused. When they reached Boston, the harbor was frozen over, but fortunately a steamer had just cut her way out to sea, and the *Corsica* sailed in through this pathway.

The first vessel Capt. Mulliken commanded was the bark *John*. It was on board of her that he had the yellow fever so severely that it was feared he would not recover. Hailing a vessel fresh from port he was given chicken and other food that strength-

ened him and very likely saved his life. Arriving in New York, he was just able to file his papers and go through the necessary business formalities. When he reached home, he was sick for six months.

Perhaps one of his most interesting voyages was around Cape Horn to California, in 1849. He was captain of the brig *Mary Wilder*, hailing from Bath, carrying passengers from Boston to San Francisco. They were a wild set of men, eager for adventure and not averse to a quarrel. The long voyage was trying, and the sight of another ship was welcomed as a great treat. If she were homeward bound, letters would be thrown to her, tied to a piece of hard coal. Some times these landed on board the vessel, but more often floated away on the waves. On the 17th of April there is this entry in the log book:

"Spoke the ship *Sutton*, of and from New York, 105 days out. Reported 25 days from Rio Janeiro, bound to California with passengers. We gave him three cheers, which were answered by three cheers from the *Sutton* in return. We parted company after playing the tune 'Yankee Doodle' by Mr. Goff on the fife."

The passengers occasionally caught an albatros. Once they tried to make a pie from the bird, and another time a stew, but neither was very palatable. Stopping at Talcahuano for water, they found there the brig *Charlotte*, of Newburyport. They arrived at San Francisco Aug. 7, 1849, after a voyage of 189 days. When Capt. Mulliken went on shore for his mail, he found a long line of people at the shanty, which answered as a postoffice, and gold dust was circulating freely in exchange for positions in the procession. In November, he sold the brig, and returned over the Isthmus, on a donkey's back, sailed to New York on the steamer *Crescent City*, and arrived home just before Christmas.

The following year he made another voyage to California, this time master of the brig *Rachel Stevens*. From San Francisco he went to Humboldt Bay for a cargo of lumber. The Bay was not then surveyed by the government, and in the log book is the map he made, showing the depth of water, shoals, creeks, and different kinds of timber on the banks, as well as two houses.

In May, 1852, he sailed from New York in the bark *Mary and Jane* for a voyage around the world. He left San Francisco the 3rd of February, 1853, and on March 27th of the same year, he wrote as follows in his log book:

"It is now 52 days since we left San Francisco, and we are now at the entrance of the China Sea. A kind Providence has watched us and protected us in safety thus far across the broad Pacific, we having sailed about eight thousand miles without seeing a vessel, until this morning, which proved to be a bark bound to the eastward through the Passage."

Arriving at Singapore, April 14th, 1853, they took about one hundred tons of tea, and then proceeded to Penang, where they finished loading with pepper. That pepper made itself known in the captain's clothing long after the voyage was finished. They arrived home in October, 1853.

The ship *Anna F. Schmidt*, of which he was part owner, was launched at Kennebunk, Maine, in 1854. Taking command of her at once, he carried passengers between New York and Antwerp, and afterwards was in the cotton trade between New Orleans and the northern ports of Europe. In this ship he made sixteen trips across the Atlantic. During his last voyage in her he took off the crew from an English vessel, sinking during a severe storm in mid ocean. The *Schmidt* was burned by the *Alabama*, but Capt. Mulliken was then in command of another vessel.

During the war Capt. Mulliken was master of the *Blondel*, an American ship, flying the stars and stripes, with a spread eagle painted on her prow. He sailed from Baltimore in the last of 1860 before Fort Sumter was fired upon, and went to Rotterdam. He then went to Sunderland and loaded with a cargo of coal for Singapore. From Singapore he sailed to Mauritius, where the cholera was raging.

In 1863 Capt. Mulliken was again in Calcutta on the *Blondel*, and as it happened, an English ship by the name of *Blonden*, was also in port. On account of the rebel privateer, Capt. Mulliken did not advertise in the papers, as did the *Blonden*. The English captain told Capt. Mulliken of the mischief the *Alabama* was doing in the immediate neighborhood, but Capt. Mulliken, nevertheless, sailed for Philadelphia the last of September. A few days previous the *Blonden* left for Liverpool. Capt. Mulliken had been at sea but a short time, when one dark night he was awakened by his mate, and told that a long, black bark, lit with lanterns, a propeller under canvas, was overtaking them. Capt. Mulliken hurried on deck and the strange vessel was near enough to hail the *Blondel*, asking her name, wherefrom and where bound. Capt.

Mulliken, with quick presence of mind, remembering the English Blonden, advertised in the papers, answered Blonden, from Calcutta, bound to Liverpool. The steamer at once changed her course, and sailed away. The wheelsman spoke to the captain, and said: "Sir, did you know that was the Alabama? I have seen her before." And the captain answered that he did. Capt. Mulliken always questioned whether he did right in not telling the truth that night, but probably he would have done the same thing a second time, had the circumstances been the same.

In 1869 he carried a cargo of locomotives and railroad iron from New York to Molendo, in the ship *City of Brooklyn*. It was a very heavy cargo and difficult to unload in the heavy surf, but was successfully landed.

Capt. Mulliken's last voyages were to the West Indies. In all he made sixty-three trips across the Atlantic ocean, visited nearly all the sea coast countries of Europe, Brazil, Argentine Republic, Peru and Chili in South America, made at least four trips around Cape Horn, was well acquainted with Asia, and had sailed around the world.

The remainder of his life he spent at his home in Newburyport, and almost every day saw him at his duties as superintendent of the Marine rooms. He married March 14th, 1860, Miss Sarah D. Gibbs, of Sandwich, Mass., and four children were born to them. Capt. Mulliken died December 23rd, 1903.

The following vessels are those on board of which he served in the capacity of boy, seaman, first and second officer and as master: Ship *Medora*, Capt. Graves, master, Newburyport to Smyrna; bark *Thalia*, 1833, Newburyport to Liverpool; bark *Thalia*, Capt. George Lunt master, New York via Matanza, to St. Petersburg; Alpine, brig Carrier, ship *Angelo*, Capt. Jaques; Georges, Capt. Colt; ship *Inez*, Capt. Henry Cook; bark *Wolga*, Capt. George Turner, 1840, Boston to Havana, Cowes, Amsterdam, Venice, Smyrna, and back to Boston, 1842; bark *Cooper*, Capt. Huffington; ship *Olofwyk*, Capt. Meacom; ship *Corsica*, Capt. Devereux; schooner *John*, Capt. Mulliken; brig *Albion Cooper*, Capt. Mulliken; ship *Mary Wilder*, 1849, Boston to San Francisco, passengers; brig *Rachel Stevens*, 1850, Boston to San Francisco; *Mary and Jane*, 1852, New York to San Francisco, Singapore, and back to New York; bark *Lion*, Eureka, Anna F. Schmidt, 1854 to 1860, New York and Antwerp, with passengers,

New Orleans to Havre and various ports in northern Europe, 16 voyages at least; bark Blondel, Dec. 1860 to 1864, Baltimore to Rotterdam, England to Calcutta and East Indian ports, two voyages; ship City of Brooklyn, 1867-1870, New York to Molendo, Peru, Callao and return, railroad iron and locomotives; schooner Edward Lamy, 1872-1876, Newburyport to West Indies; schooner Lizzie Kimball, 1874, Newburyport to West Indies.

CAPT. THOMAS C. PAGE,

Joined the Marine Society Nov. 25, 1852.

Died at Port Cabello, Feb. 14, 1853, aged 41 years.

Capt. Page was master of schooner Amelia when he died.

CAPT. CHARLES MARSH,

Joined the Marine Society Nov. 25, 1852.

Died July 18, 1867, aged 67 years.

Capt. Marsh commanded brigs Ark, Importer and Nancy, bark Wesacumcon, schooners Louisiana, Glide, Leader, and ship Anna Kimball.

CAPT. ROBERT COUCH,

Joined the Marine Society Nov. 25, 1852.

Died May 17, 1896, aged 78 years, 10 months, 19 days.

Vice President from Nov. 29, 1883 to Nov. 27, 1884.

President from Nov. 27, 1884, to Nov. 24, 1892.

Capt. Couch was master of brig Aeolus, bark Madonna, bark Flora, brig Chemanus, ships Brutus, Guiding Star, George West. Capt. Couch was representative to the General Court in 1872, mayor of the city of Newburyport 1870 and 1881, school committee, 1866.

CAPT. STEPHEN G. HASKELL,

Joined the Marine Society Nov. 24, 1853.

Died Sept. 23, aged 40 years.

Capt. Haskell was in command of bark Marseilles.

CAPT. SAMUEL WALTON,

Joined the Marine Society Nov. 24, 1853.

Died Aug. 23, 1859, aged 58 years.

Capt. Walton was master of bark Kedar, ship Dolphin, J. N. Walton and Josephus. From letters received in Newburyport in 1859, we learn that Capt. Walton and wife died at Antwerp. The bodies were prepared to be brought to this country in the ship Josephus, on board of which he died. The vessel was afterwards driven into Fayal, but a week before reaching that port on Oct. 19, 1859 the bodies were consigned to the deep. Lat. 31-36, Long. 38-38, to rest until the ocean shall give up its dead.

CAPT. SAMUEL W. PIKE,

Joined the Marine Society Nov. 24, 1853.

Died Jan. 31, 1885, aged 64 years, 11 months.

Capt. Pike commanded ships Meteor, Leopold, Medera, Sea Serpent, Calumet, Favorite, Naples, Winfield Scott, Marmaluke. March 12, 1861 Capt. Pike was presented a beautiful chronometer by the Insurance Company of Boston and New York for their appreciation of his skill, perseverance and energy in bringing the ship Marmaluke into port in a leaky condition from Baker's Island, New York.

CAPT. HENRY M. GRAVES,

Joined the Marine Society Nov. 24, 1853.

Died at Calcutta, Aug. 27, 1868, aged 50 years.

Capt. Graves commanded ships Cygnet, Leopard, Parthenia, Inez, North Atlantic and Pocahontas.

CAPT. MOSES PIKE,

Joined the Marine Society Nov. 24, 1853.

Died Jan. 27, 1890, aged 78 years.

Capt. Pike commanded brig Sterling, bark Chesapeake, ships Planet, Plutarch, Medora, Rapid, St. Albans and Archer.

CAPT. JOHN H. SPRING,

Joined the Marine Society Nov. 24, 1853.

Died Nov. 14, 1873, aged 73 years.

Capt. Spring at the age of 19 was captain's clerk on a voyage to the East Indies and soon afterwards he was master in the Pacific trade. On one voyage, March 11, 1842, he took 14 missionaries to the Sandwich Islands. He commanded brig Citizen, ships Sea, Victoria, Huntress and brig Mass. He was killed by an accident, being thrown from his carriage, breaking his neck.

CAPT. SAMUEL W. CHASE,

Joined the Marine Society Nov. 24, 1853.

Drowned April 24, 1856.

Capt. Chase commanded bark Allioth, ship Saladin.

CAPT. JOHN T. BAYLEY,

Joined the Marine Society Nov. 24, 1853.

Died Dec. 20, 1864, aged 38 years.

Capt. Bayley commanded the bark Panchita.

CAPT. CHARLES B. STEVENS,

Joined the Marine Society Nov. 30, 1854.

Died July 9, 1873, aged 45 years, 1 month.

Capt. Stevens commanded brig Choctow, bark Hesper and S. W. Porter, ships Rio Del Oceana, John Porter, Hamlet, Star of Peace, Martha Washington and steamer C. B. Stevens.

CAPT. NICHOLAS VARINA,

Joined the Marine Society Nov. 29, 1855.

Died Oct. 25, 1881, aged 66 years, 10 months.

Capt. Varina was master of schooners Vulture, Hoogly, Mer-riden, brigs Pandora, Forest, bark John W. Coffin, ships Key-stone, Gen. Cushing, Shooza and steamer C. B. Stevens. Capt. Varina was a member of the city council in 1863 and 1870.

CAPT. MICAHAH LUNT, JR.,

Joined the Marine Society Nov. 29, 1855.

Died Jan. 18, 1867, aged 32 years.

Capt. Lunt in 1850, when 18 years old, was second mate of the ship *Fanchon*, George Lunt, master. The ship was loaded at Baltimore with bituminous coal for San Francisco and was burnt at sea on the coast of Peru, S. A. On account of there being no way of information, the owners did not know of their loss until the captain and second mate arrived in Newburyport. Capt. Lunt was master afterwards of ships *Gleaner*, *Winona*, *Volant* and *Gulnare*.

CAPT. JOHN M. BOYSON,

Joined the Marine Society Nov. 29, 1855.

Died at Danvers Jan. 1, 1883, aged 71 years.

Capt. Boyson commanded ships *Uncle Joe* and *Consignment*.

CAPT. ABRAM SOMERBY,

Joined the Marine Society Nov. 29, 1855.

Resigned.

CAPT. GEORGE PIERCE,

Joined the Marine Society Nov. 29, 1855.

Died Oct. 8, 1884, aged 67 years.

Capt. Pierce was master of brig *Anna A. Tyng*, bark *Hannah Sprague*, ships *Ladozo*, *Lawrence Brown*, *Nearchus* and *Elcano*.

CAPT. GEORGE W. HALE,

Joined the Marine Society Nov. 29, 1855.

Died June 24, 1891, aged 67 years.

Capt. Hale commanded ships *Ocean Queen*, *Mariposa*, *Charles H. Lunt*, *Don Quixote*, *Pacific*, *Lebanon*, *Guiding Star*, *Sancho Panza*, *Albert Edward*.

CAPT. ALBERT CHEEVER,

Joined the Marine Society Nov. 27, 1856.

Died Jan. 15, 1898, aged 80 years.

Vice President from Nov. 27, 1884 to Nov. 24, 1892.

President from Nov. 24, 1892 to Nov. 28, 1895.

Capt. Albert Cheever was born in Castine, Me. His first trip to sea was in a new Pinky schooner. His first deep sea voyage was in the brig Pocahontas, Capt. James Cook, as able seaman. The brig was loaded in Antwerp with arms and ammunition for Russian ports. His first command was in the brig James Caskie, bound for Bordeaux with tobacco and made 13 voyages in her. Next in ship Lyra to India, China and other ports. In 1865 took the ship Elcano. His last ship, the Calumet, from 1868 until she was lost on Bermuda in 1873, having made 56 foreign voyages. He was alderman of the city in 1880.

CAPT. NEHEMIAH A. BRAY,

Joined the Marine Society Nov. 27, 1856.

Disfranchised.

CAPT. CHARLES T. SMITH,

Joined the Marine Society Nov. 27, 1856.

Died at Chelsea, March 30, 1889.

Capt. Smith commanded brigs J. W. Havenor, and Corinth, bark Signal and ships Euphrasia and Oliver Putnam.

CAPT. WILLIAM H. SHOOF,

Joined the Marine Society Nov. 27, 1856.

Died Aug. 28, 1868, aged 35 years.

Capt. Shoof commanded Bark Strabo, ships Black Hawk, Parthenia and Ocean Queen.

CAPT. EDWIN J. COLBY,

Joined the Marine Society Nov. 27, 1856.

Died at Bremen, Dec. 19, 1859, aged 47 years.

The following was written by his daughter, Mrs. J. T. Williams, Salisbury Point:

Capt. Edwin J. Colby was born at Salisbury Point, Mass., July 31, 1812, and was the son of John and Dolly Bagley Colby, being the oldest of nine children. As a boy he evinced a taste for the sea, and at the early age of 17 years he commenced his seafaring life with Capt. William Morrill of Salisbury, in the ship *Virginia* of Alexandria, in August, 1829, going to different southern ports, Richmand, Jamestown, Norfolk and Hampton Roads. In a few years he sailed with the same Capt. Morrill on the *Maryland*, and at the age of 21 he was second mate of that ship and went to Liverpool. Not long after he was advanced to the position of first mate of the brig *Vesta*, Capt. Knapp, and visited Havana and other places in the West Indies, also foreign ports. In 1839 he was made a captain of the *Jeannette*, and in 1841 he commanded the brig *Alice* of New York, owned by Thomas and Eben Hale (perhaps others). The names of other vessels that afterwards he was master of were the brig *Salisbury* of Newburyport, bark *Tartar*, the ships *Arno*, *Edward* and the *Atlanta*, which was owned by Theodore Chase & Co., of Boston.

His voyages were usually long, covering a period of nearly two years, and while in the earlier part of his life he went to the southern ports, the later trips were made to the ports in South America, Valpariso, Callao, Chincha Islands, to Melbourne, Australia, St. Helena, to Cadiz, through the Mediterranean to Palermo, Sicily, and up the Adriatic Sea to Trieste. He visited Havre and Bordeaux, Falmouth and Liverpool, London, Isle of Cowes, Elsinore in Denmark, Amsterdam in Holland, and Cronstadt in Russia, Bremen in Germany, Calcutta, Singapore and Aykab, China and Japan. On the 10th of March, 1858, he sailed on the *Atlantic* from Boston for Calcutta, Melbourne and Bremen, reaching the latter place about December 1859. Here he was taken sick and went to the home of his friend, Henri Wehmann of Vegesack, in order to have proper care and physician's services, but in spite of the constant attention of his friends and the physician's skill, he grew rapidly worse and on the 19th of December, 1859, he passed away in the 48th year of his age.

He was buried in the family lot of the Wehmann's at Nege-sack with Masonic honors, be being a member of Warren Lodge of Amesbury, of Washington Lodge of Charleston S. C., and was

made honorary member of Industry and Perseverance Lodge of England at Calcutta, on Sept. 11, 1857, and was presented with a gold badge by that lodge.

He joined the Marine Society Nov. 27, 1856, and was a member in good standing at the time of his death. He was a noble character, and his kind and genial nature made him many friends who respected and esteemed him. He had the confidence and regard of his employers, and was a valued citizen of his native place. His devotion to his family was constant and he was well worthy of their affection. He left a wife who survived him only two years.

CAPT. CALEB W. NORRIS,

Joined the Marine Society Nov. 29, 1827.

Died at Canton, Dec. 13, 1833, aged 41 years.

Capt. Norris commanded the brig Crusader, ships Merrimack, Charles Carroll, Golconda and Potomac.

CAPT. THOMAS A. SMITH,

Joined the Marine Society Nov. 29, 1827.

Died Dec. 10, 1851, aged 56 years.

Capt. Smith commanded the brig Pocahontas and brig Mars.

CAPT. NATHANIEL HALE,

Joined the Marine Society Nov. 27, 1856.

Died at London, Jan. 6, 1863, aged 40 years.

Capt. Hale commanded brig Salisbury, ships Pacific, Argonaut, Sancho Panza, Don Quixote, Ocean Express and Josiah L. Hale.

CAPT. EDWARD GRAVES,

Joined the Marine Society Nov. 27, 1856.

Lost at sea, Feb. 23, 1873, aged 42 years.

Capt. Graves commenced his sea life when 16 years old. He commanded bark Washington Allstone, ships Josiah L. Hale, Kennimore, Tennyson. He was lost in the Tennyson, Feb. 22, 1873, south of Mauritius.

CAPT. ELBRIDGE G. COLBY,

Joined the Marine Society Nov. 27, 1856.

Died Jan. 31, 1866, aged 50 years.

[NARRATIVE OF HIS LIFE, WRITTEN BY JOHN F. JOHNSON, OF AMESBURY]

Capt. Elbridge Gerry Colby, son of Mr. John and Dolly Bagley Colby, born at Salisbury, Mass., on the banks of the Merrimac river, May 10, 1815, and died at Amesbury, Mass., Jan. 31, 1866.

In early life he acquired his love of the sea and knowledge of the duties of a seaman by taking frequent trips along the coast in the schooner of his uncle, Capt. Abraham Colby.

In his 17th year he shipped as a sailor with Capt. Ebenezer Thompson of Portsmouth, N. H., in the ship *Walter Scott*, built by his father, (of the firm of Keniston & Colby), which was launched on the day of the death of Sir Walter Scott, in memory of whom she was named, at Salisbury Point, Mass. He became second mate on the *Walter Scott*, and later in 1836, was mate of the ship *Clarissa Andrews*, Capt. Todd. He passed through all grades of promotion, until his prompt business qualities and thorough knowledge of the duties of seamanship secured for him in 1839 the command of a merchant ship, in which capacity he served for 20 years, and most of that time in the employ of the late Theodore Chase of Boston. He was captain and part owner of the ship *Atlantic* in 1850, built at Amesbury. In 1859 Capt. Colby abandoned his profession and was elected to represent his town in the Legislature.

The death of his brother, Capt. Edwin J. Colby, while in command of a ship in Bremen, Germany, compelled him to resign his seat, and at the solicitation of the owners, he went to Europe, to take charge of the ship and complete the voyage.

After his return he made a voyage to California as captain of the ship *Eagle Wing*, in 1861, and came home with impaired health, but recovered so far as to be able to engage in trade in Amesbury. His active mind would not allow him to retire from business, and although the ocean had been almost as a home, he continued to be successful in trade until disease compelled him to relinquish it.

His death was a loss to the community. He was most highly esteemed as one who was ever active in promoting the true interests of the town and state, and was ever ready to respond to the calls of charity.

A BRAVE DEED BY A SALISBURY SAILOR.

It was towards the last of December, 1854, that the good ship *Atlanta*, of 700 tons burden, commanded by Capt. Elbridge Gerry Colby of Salisbury, was bound from New Orleans to Liverpool, loaded with cotton. She was in mid ocean about half passage over. It happened in the middle watch about 2 o'clock in the morning. Capt. Colby was standing the second mate's (Mr. William Merrill's) watch for him—he being sick below with fever.

The night was squally, with rain; they had cleared up the light sail and sent men aloft to furl them. When the men came down from the foretop gallant yard, they reported the foretop gallant mast sprung. Capt. Colby started aloft to see for himself the extent of the damage. Finding the mast would have to be sent down he gave the orders to have the foretop gallant stay and the back stays come up with. Meanwhile he was getting the foretop gallant yard ready to be sent down. When the stay was let go it caused the mast to jerk back aft with such quick force as to throw Capt. Colby off. He fell abaft the top sail yard, struck on the fore yard down forward the foresail, overboard, into the sea on the lee side. He told me every act of his life passed through his brain in that moment of time, which people who have been in imminent peril will appreciate.

He remembered also in falling that there was no officer on deck; he went down, down, apparently to a great depth, but not so far as he thought, for when he turned and came to the surface he was right under the lee quarters of the ship and going rapidly astern. He had all his senses about him, although badly injured, and with the quick, intuitive perception of an experienced seaman, he called out with all his powers to the man at the wheel "Hard down your helm, throw the buoy overboard." The life buoy, a Liverpool one, was a circle of canvas, double and filled with cork, it hung behind the man at the wheel on the round house ready for use.

The man, a quick-witted and quick-motioned one, put the ship's helm hard down, as ordered from the water, and quickly caught the life buoy from its place and threw it with all his force to his captain, then out of sight astern.

Who that does not believe in the care and Providence of God watching over all, let him explain this fact.

The light in the binnacle that lights the compass hung high enough to throw its halo astern, lighting a small space with its dim light in the ship's wake.

Into this magic circle of not more than two feet in circumference, the life buoy struck. Capt. Colby was a good swimmer; he watched with such intense interest (as only a man could whose life hung on so small a chance) the receding ship, and tried to see the buoy strike the water.

He saw it in that ray of light that alone shone upon the water, and he determined to make all possible effort to reach it. Divesting himself of his overcoat, boots and heavy clothing, he swam in the direction he saw the buoy strike. Three times the seas broke over him, the last one overwhelming him, almost strangling him. Injured as he was, and struggling almost against hope in his apparently lost condition, he was almost giving up, but the thought of the dear wife in the cabin and loved ones at home nerved him to a further and prolonged effort, and God granted him the boon he asked for, the life buoy. He came within its reach, and was for the time being saved. Putting it over his head and extending his arms above it, his first act was to return thanks to God for his mercy, and he floated upon the waters in utter darkness, waiting for what might come to save him.

He told us he never doubted being saved and standing on the deck of his ship again. He said: "I knew I had men there who would do and dare all that men could to save me." Tears filled his eyes and his utterance was choked at the remembrance of the exciting scene. After results showed that his faith in his fellow men was well placed, and nobly was it answered.

Turn we now to the Atlanta. Let us digress a moment to say that years before when Capt. Colby was second officer of the ship *Walter Scott*, commanded by Capt. Thompson, of Portsmouth, she was struck by lightning in the Gulf Stream, loaded with cotton. While under close reefed topsails, blowing a gale, the ship was quickly enveloped in flames, driving the crew and one lady passenger to the boats, which were lowered in safety, provisions and water put in them, which were all ready, for Capt. Thompson having had a similar experience before, had his boats always ready for an emergency, and so the crew were saved.

This lesson was not lost on Capt. Colby; his boats were always ready for immediate use, and to that fact he was probably

indebted for his life on this occasion. He had some preparation of his own for the instantaneous lowering of a boat. When the captain's fall from aloft occurred the steward shouted down into the cabin, "The captain's overboard." Capt. William H. Merrill, then the sick second mate below, whose watch Capt Colby had been standing, sprang upon deck, sick as he was, with no clothing but his shirt, jumped into a quarter boat, calling for volunteers.

Ordering the boat instantly lowered, he went out into the darkness, to find, if possible, his lost captain, one of the most dangerous things a seaman may be called upon to do, for those who go to sea know how soon an object, even a large ship with all sail set, may be lost to sight.

This gallant man, standing on a thwart, or seat, to be high above the water, to see as far as possible, looking and listening intently for his voice with all his powers, and once when the boat's crew feeling their own lives in peril from being separated so far from their ship, insisted on turning back and leaving the captain to his sad fate, Mr. Miller unshipped the tiller, threatening to brain the first man who flinched or mentioned such a thing again. Unnaturally nerved by his noble impulse and rising above the prostration of sickness, God crowned his efforts—his captain was saved. Taken on board his ship again he soon recovered to make glad the heart of his wife who feared he was gone from her forever.

CAPT. GEORGE W. KNIGHT,

Joined the Marine Society Nov. 25, 1858.

Died Jan. 14, 1886, aged 74 years, 10 months.

Capt. Knight in his early life was engaged in fishing vessels, viz: Schooners Independence, Herald and Pilot, brig L. Orient, bark Copia, ships Crown Point, New World, Keystone and Simoda.

CAPT. CHARLES HALE,

Joined the Marine Society Nov. 25, 1858.

Died at London, Jan. 20, 1862, aged 36 years.

Capt. Hale commanded bark Alice Tarlton, ships Ocean Express and Charles Hill.

CAPT. GEORGE E. BALCH,

Joined the Marine Society Nov. 25, 1858.

Disfranchised.

Capt. Balch commanded ships Kearsarge, Columbus and bark Good Return.

CAPT. DAVID R. LECRAW,

Joined the Marine Society Nov. 25, 1858.

Died at Marblehead, Dec. 21, 1885, aged 72 years, 4 months, 16 days.

He was master of the brig Rapid, ships Empress, Cuba, Oliver Putnam, Hamlet, Charles Hill, Cygnet. His last ship was the Dashing Wave, making several voyages in her to California and East Indies.

CAPT. BENJAMIN P. DOW,

Joined the Marine Society Nov. 24, 1859.

Died at San Francisco, April 17, 1869, aged 59 years.

Capt. Dow commanded brig Crimea, ships General Cushing and Albert Edward.

CAPT. THOMAS MACKINNEY,

Joined the Marine Society Nov. 24, 1859.

Died Sept. 15, 1887, aged 68 years, 5 months.

Capt. Mackinney commanded bark Byron, ships Northern Eagle, Albert Edward, Sarah Chase. He was alderman of the city in 1879.

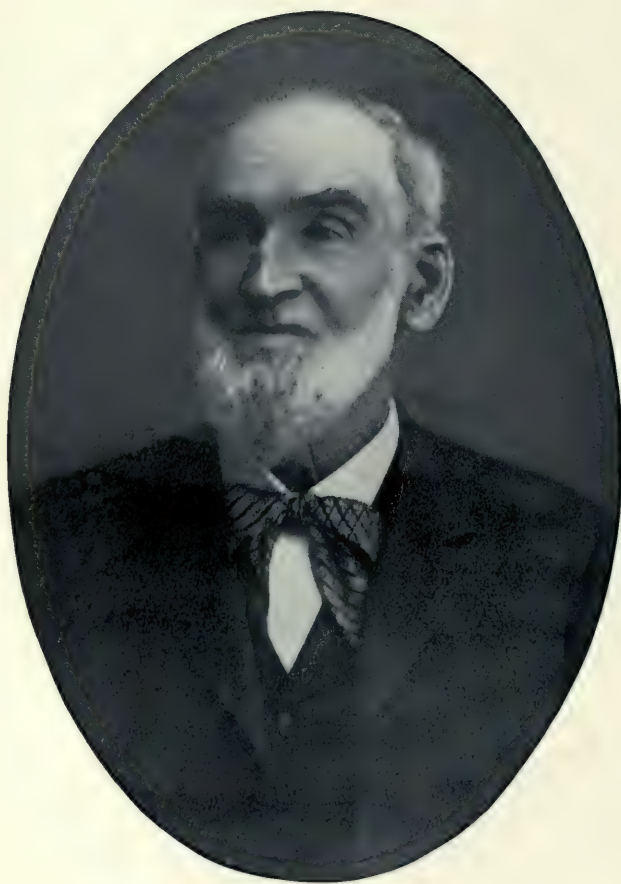
CAPT. CHARLES E. BAYLEY,

Joined the Marine Society Nov. 24, 1859.

Died at Jacamel, July 15, 1879, aged 42 years.

Secretary from Nov. 28, 1867 to his death, Aug. 29, 1878.

Capt. Bayley commanded schooners Julia A. Hallock, Charles H. Rogers, Life Boat and Edward Lameyer, making many voyages to the West Indies.



CAPT. CHARLES E. COKER.
PAST PRESIDENT.

CAPT. JEREMIAH LUNT,

Joined the Marine Society Nov. 24, 1859.

Died Feb. 18, 1874, aged 63 years.

Capt. Lunt commanded schooner Louisa, brigs Eschol, Charlotte, schooners Ruby, Ellen, steamer Decatur, ships Josiah L. Hale, Onward, Blondel, and was branch pilot for many years.

Brig Scio, Capt. Lunt, May 13, 1838, from Bangor to St. Peters with lime (cargo) in Gulf St. Lawrence, 15th inst., thick fog and south west gale of wind. Ice loomed up, hauled to north-west sharp trying to make a passage between land and ice, failed, then tried head to southward running along edge of ice pack, again failed to find open space. Run about five miles and another field closed in around us, the ice completely hemmed us in and began crushing against the brig's sides with tremendous violence. Sounded the pumps, 4 feet of water in hold, tried to keep her free and launch boats, water gained, then tried to get lime out before water got to it, but on opening hatches was all on fire. Took to small boats with scant food and lantern, gained open sea after eight hours work with oars. As we left brig, rails even with water. Schooner George picked us up and put us on board a French coaster, who landed us at this port (Magdalene Islands). American consul sent us home.

*CAPT. JERRY LUNT.

CAPT. JOSEPH HOYT,

Joined the Marine Society Nov. 29, 1860.

Died June 5, 1880, aged 68 years, 9 months.

Capt. Hoyt commanded barks Warren Ordway and Oberlin, ships East Indies and Copia.

CAPT. CHARLES E. COKER,

Joined the Marine Society Nov. 29, 1860.

Vice President from Nov. 24, 1892 to Nov. 28, 1895.

President from Nov. 28, 1895 to Nov. 26, 1896.

*From his diary.

[FROM THE DIARY OF CAPTAIN COKER.]

Capt. Charles Coker commenced his sea life in the employ of the late Robert Bayley & Sons of Newburyport and later in life commanded three vessels owned by them. During the civil war he was employed by the U. S. government in transporting war materials to the department of the south, on one trip was fired upon by the fleet blockading Charlestown, S. C., supposing his vessel to be a blockade runner. While the U. S. troops occupied St. Helena Island, S. C., Capt. Coker was appointed harbor master. He was present with his vessel at the capture of Fort Pulaski by U. S. troops and assisted with his boats crew in saving the wounded. After the attack on Dafuskie Islands, for some months, Capt. Coker was engaged in carrying supplies to General McClellan's army on the York and James rivers, Va. Coming north after the war he built the brig *Isis* in Newburyport, in 1865, making many voyages in her to different ports. Capt. Coker was the first to move in petitioning the government for a light ship at Cape Hatteras shoals, and was at the entire expense in printing blanks, traveling in many places in New England and as far south as Texas. The petition was presented to Congress in January, 1883, at the forty-seventh Congress in both houses, but the appropriation was not immediately made, but was abundant when available by the lighthouse department, and for years navigation has been benefitted by the establishing of the light ship at that most dangerous point where formerly many lives and much valuable property have been lost. In 1875 Capt. Coker built and commanded brig *John C. Noyes*. In 1879 he carried a cargo of army wagons and supplies to the scene of conflict during the Zulu war in South Africa. (After several voyages to various ports, he retired from the sea in 1887.

CAPT. EDMUND S. RAYNES,

Joined the Marine Society Nov. 29, 1860.

Died Dec. 24, 1883, aged 72 years.

Capt. Raynes commanded a large number of vessels, viz: Schooners *Halo*, *Armo*, *Tremont*, *Spy*, *Lizzie Williams*, *Edward Lameyer*, brigs *Palos*, *Essex*, barks *Alice*, *Tarlton*, *John Caskie*, *William Schroder*, ships *Lucretia*, *Charles H. Lunt*, *Vistula* *Winged Hunter*, *Longwood*, *Albert Currier*, *Augusta*. "While in



BRIG "JOHN C. NOYES."

command of ship *Augusta*, Nov. 2, 1869, he rescued 50 persons from a trading vessel (to Maulmain) ship was totally wrecked in a typhoon. They had been four days without food or water. This makes 73 persons Capt. Raynes has rescued the past two years. The English government gave Capt. Raynes an elegant gold watch and chain." (Newburyport Herald.)

CAPT. ELIPHALET E. HALE,

Joined the Marine Society Nov. 29, 1860.

Died in Chicago, Dec. 28, 1901, aged 71 years.

Capt. Hale was in command of ships *Epaminondas*, *Guiding Star*, *Ocean Queen*, *Star of Peace*, *Charles H. Lunt*, *Charles Hill* and *Albert Edward*.

CAPT. BENJAMIN C. EMERTON,

Joined the Marine Society Nov. 28, 1861.

Died Dec. 22, 1904, aged 82 years, 11 months.

Capt. Emerton sailed in 55 vessels as boy, seaman, second and first mates, and master, going into all parts of the world, and almost into every port. He was master of the following vessels, ships *George Peabody*, *Glendower*, steamer *Admiral Dupon*, barks *Lemuel*, *Aurora*, *Sterling* and brig *John C. Noyes*.

CAPT. SAMUEL B. PIKE,

Joined the Marine Society Nov. 28, 1861.

Died May 21, 1873, aged 50 years.

Capt. Pike commanded ships *Octavius*, *Robert Hooper*, *Oriental*, *Fanchon*, *Annie Kimball*, (Newburyport Herald), bark *Martaban*, flying English colors (name changed from *Texan Star*), Capt. Samuel B. Pike of Newburyport with a cargo of rice for Singapore was captured and burned by the confederate steamer *Alabama* near Malacca. Dec. 24, 1863, Capt. Pike, Capt. George L. Rogers and Mr. Samuel Stevens of Newburyport were part owners; they filed their claim for \$52,992.25.

CAPT. JACOB B. BROWN,

Joined the Marine Society Nov. 28, 1861.

Died Feb. 13, 1881, aged 46 years, 6 months.

Capt. Brown was born in Newburyport in 1834. When 23 years of age was in command of ship Hydra of Boston. Afterwards built bark A. W. Stevens and commanded her many years. In 1868 built bark Agate and remained in charge until 1876, when he retired from the sea and engaged in the insurance business in Boston.

CAPT. ROBERT NOWELL

Joined the Marine Society Nov. 28, 1861.

Died at Liverpool, May 14, 1870, aged 51 years.

Capt. Nowell commanded ships General Nowell, Josiah L. Hale, Anna M. Schmidt.

CAPT. SAMUEL G. P. MULLIKEN,

Joined the Marine Society Nov. 27, 1862.

Lost at sea. Age 46 years.

Capt. Mulliken commanded ships Blondel, Anna M. Schmidt, General Nowell. He was lost and all hands in the China seas during a typhoon, in 1867.

CAPT. DAVID P. PAGE,

Joined the Marine Society Nov. 27, 1862.

Died Jan. 23, 1874, aged 37 years, 6 months.

Capt. Page was acting master of the gunboat Wateree during the war of the Rebellion, afterward in command of ship Sacramento in East India trade, ship Josiah L. Hale and Inez in Calcutta trade. He retired from the sea in 1869 and commenced business with Charles H. Coffin as a ship broker.

CAPT. HENRY M. SPRING,

Joined the Marine Society Nov. 27, 1862.

Died Aug. 10, 1902, aged 68 years, 7 months, 11 days.

Capt. Spring commanded barks Patmos, General Taylor, Lizzie H., and Annie Buck, ships Exporter and Reporter.

CAPT. GEORGE L. WOODS,

Joined the Marine Society Nov. 27, 1862.

Died June 7, 1881, aged 47 years, 10 months.

Superintendent of rooms 1881.

Capt. Woods commanded barks Helen Marr, Washington Allston, ships Ceylon, Merrimac, Leonidas, Pactola, Polynasia.

CAPT. RAPHAEL A. BAYLEY,

Joined the Marine Society Nov. 27, 1862.

Died at Washington, D. C., Nov. 26, 1883, aged 52 years, 7 months.

Capt. Bayley commenced his sea life with Capt. Coffin in the ship Flavio and made several voyages to the West Indies in command of schooners William L. Richardson and Grand Island. He left the sea early in life and in 1868 obtained a situation in the Treasury department at Washington and retained it until he died.

CAPT. GEORGE L. ROGERS,

Joined the Marine Society Nov. 26, 1863.

Died March 28, 1872, aged 65 years.

Capt. Rogers commanded ships Beatrice, Taglion, Inez and Rubicon.

CAPT. LAWRENCE W. BROWN,

Joined the Marine Society Nov. 26, 1863.

Died Dec. 10, 1903, aged 72 years, 9 months, 19 days.

Vice President from Nov. 28, 1895 to Nov. 26, 1896.

President from Nov. 26, 1896 to Nov. 19, 1903.

Capt. Lawrence W. Brown was born in Newburyport, Feb. 21, 1831. He was the son of John Pike and Mary Long Brown. While yet a lad his father, who was master of a ship, sailed from this port and neither he or the ship were heard from after. The story of the life of Lawrence Brown is best told by himself in sketches written during the later years of his life:

After finishing the course at the high school with Roger S. Howard at the helm, I packed up by books and slate and found

employment in a bookstore on Market Square, but in a couple of weeks gave up the book business and became a clerk in a ladies' shoe store on Pleasant street. A short time there and I changed into the dry goods trade, being employed by Eliphalet Griffin, and afterwards by Moses Davenport on State street in the Phoenix building. These clerkships bringing me an income of one dollar a week and no more, a spirit within me was stirred up to try the sea, a wish I always had from the time I was a small boy, and why should I not? My father and his six brothers all being ship masters would naturally cause me to have a longing for the sea life with its adventure and peril. Mr. Davenport and others built the ship *Ocean Queen* at this time, and now was my opportunity. Tired of measuring tape and calico, tired of handling silks and muslins, it seemed to me my hands were more fitted to measure tar and to handle ropes and sails. I wanted to get from the confined shops into the fresh open air, and to sail over the seas that the rest of the Browns had sailed, so mustering courage one day I applied to my employer for a berth on board the *Ocean Queen*, then about ready for sea. The place being refused me, I sought an interview with our next door neighbor, Mr. Samuel Stevens, part owner of the ship *John Currier*, then in Boston, ready for sea. I was assigned a place on board this ship and on Nov. 27, 1848, we sailed away from Battery wharf in Boston, for New Orleans, and on that date my seafaring life begun. The ship was in ballast, and at this season of the year the weather was stormy and the seas run high. One day the ship was on her beam ends. Capt. Knapp called me to him and said, "This is just the way your father was lost in his brig, the *Harriet*, with all hands."

I was so awfully seasick at the time that I did not care how quickly we went, too, and leave me in the grave with my father. We were 18 days on the passage and were moored at New Orleans about five weeks, loading cotton for Liverpool. From Liverpool we took 290 Irish passengers to Boston, and we had 20 days' passage. How that ship rolled, for she had railroad iron in the lower hold. I made three voyages with Capt. Knapp in the *John Currier* and my desire to keep on with the profession I had chosen was strengthened and increased.

In 1852 I went to San Francisco in the ship *Meteor*, with Capt. Samuel Pike. I left the ship there and after some queer adventures in that port and varied occupations on shore there, I

took command of a government three-masted schooner and made trips from San Francisco to the Penal Station at Corte Medara, transporting prisoners. At this place there were from 350 to 600 prisoners, all wearing chains, usually with a ball attached. These people were at evening marched on board of hulks, roused at 5 a. m., worked hard until sunset, making bricks, which we took to San Francisco on our return trips. Our wages on the schooner were seven dollars a day. We were never underway at night, and always in the bay, so, on the whole, it was an easy way of going to sea. The lives of many of the prisoners as related to me by many of them were quite interesting. Among these men were murderers, bank robbers, burglars, thieves of all kinds, many different countrymen, but not one Jew; a hard lot, but each at some time had been an "innocent little fellow."

After this experience I joined the ship *Othello*, but she was taken from sea service and made a store ship, and I was placed in charge of her. Trunks, chests, bags, boxes of every kind and description were on board, in keeping, while the owners fled to the mines to dig for gold and to scatter all over the country, and in every conceivable way to make a living and earn good wages. My service on board this store ship was very comfortable and remunerative, but the climate disagreed with me, and the sea called me, so I shipped with Capt. George Rogers and went to Callao, seventeen years later I returned to San Francisco to find the *Othello* buried under what is now Market street. In making the streets many vessels were left at their moorings and were filled in and over. I made a number of voyages from the Chincha Islands to Boston, or Hamburg, or Liverpool, returning to these islands for more nitrate. Freights were high and there was a steady demand for ships to transport the fertilizer. At Mexliones we found but three white people. Nitrate brought down from the Andes by mules and donkeys, in sacks, each animal bringing 75 pounds. The lofty mountain sides were covered with blooming cactus and they sloped to the beach.

I came home in 1856 and worked in the shipyard all summer, on the *Free Trade* and the *Driver*, and learned where the bolts are driven and many things relating to the construction of a ship, which proved very valuable knowledge to me in the years to come. I shipped on the new ship *Indes* as chief officer with Capt. Knapp in command. When she was ready for sea she was sold to

a Spanish Company and delivered at New Orleans. Capt. Knapp gave up the ship there and I was promoted to the command of her for a passage to Barcelona with Spanish passengers. The officers and crew were made up from Spaniards, Italians, Greeks and Frenchmen. The vessel was a good sailer and in 31 days we were in Quarantine at Barcelona. The American flag was hauled down, the name changed from *Indies* to *Valparaiso*, a Spanish flag floated at the peak, a Spanish gentleman took command and with an exceedingly satisfactory settlement with the owners I left the city by way of Marseilles and Paris and went to London and Liverpool, where I joined the *I. H. Boardman*. In 1861 I took command of the ship *Sonora* and made voyages in her to the Far East until Christmas, 1863, when she was burned by Semmes of the privateer *Alabama* out in the China Sea, and I and all my officers and men were set adrift in open boats without food or water, compass or chart. How we were rescued and taken to Calcutta is too long a tale to be told here. My brother John was in Calcutta and my credit was good, so I was able to take passage in steamer to Southampton, touching at Malta and Gibraltar and arriving in England just in time to step on board a Hamburg steamer for New York and I reached my home in Newburyport, on March 17, 1864, about cleaned out financially, having lost, when the ship was burned, about all of my belongings. I took my wife and two daughters and we boarded on a farm in Hampton Falls until the last of August, when I went to New York and took steamer to Antwerp, where I took command of the ship *Elizabeth Cushing* and sailed for Akyab. I made three East India voyages in her, and in 1868 I went across from New York in steamer to London and took charge of the *Elcano*. I remained in command of this ship until 1882, and made prosperous and interesting voyages to Melbourne, Calcutta, China, San Francisco and ports in England, and on the continent of Europe. The *Elcano* made several remarkably quick passages and carried valuable cargoes, and usually would get a high freight. In July, 1879, while off the coast of Africa, homeward bound with a load of cotton from Bombay to Havre, one of her Majesty's troop ships came into collision with her and she narrowly escaped being cut in two. The troop ship, *Euphrates*, towed us 168 miles to Simon's Bay, where there was a government station, and we were repaired in good shape, and, it being the height of the Zulu war, we spent several days pleasantly and profitably.

We arrived in Havre in good time and left there in ballast for New York. We had heavy easterly gales, so it was impossible to discharge our pilot and we took him to New York, being only 16 1-2 days on the passage. We sent him back by steamer from New York, and he arrived at his home just 24 days from the time he left there. The *Elcano* was sold in 1882 and put under the North German flag.

The *Mary L. Cushing* was launched in April, 1883, and went to Japan and Calcutta on her first voyage. The last trip I made in her was from New York to Hongkong and back in 1887 and 1888. Since that time I have been a lon-shore-man.

By taking a chart and measuring it off, I have sailed in a straight track nine hundred and fifty thousand miles, but reckoning our courses taken during head winds and other adverse conditions, it is nearer one million three hundred thousand miles. I have crossed the equator seventy-nine times. Besides carrying Irish, or Spanish, or Chinese passengers I have taken cargoes of various kinds; cocoa-nuts, coffee, cotton, coal, chalk, cows, sheep and horses, fire crackers from China, sugar, salt, sulphur, linseed, jute and jute butts and hides and castor oil from Calcutta, tin from Singapore, old bones and rags from Bombay, indigo and spices, tobacco and wines from Havre to New York, nitrate from Chincha Islands, rice, deals, pianos, parlor organs, sewing machines and Yankee notions in variety from New York to Australia, and kerosene to India, China, Japan and Java.

I give a list of the vessels I have been connected with, their rig and the names of the men who commanded them: 1848, ship *John Currier*, Capt. Samuel Knapp; 1850, ship *Brutus*, Capt. Robert Couch; 1850, ship *W. A. Lincoln*, Capt. W. Lincoln; 1850, ship *Napoleon*, Capt. Hunt; 1851, barque, *Hesper*, Capt. O. Pillsbury; 1851, ship *Switzerland*, Capt. F. W. Carter; 1852, barque *Massachusetts*, Capt. George Hansen; 1852, ship *Meteor*, Capt. G. W. Pike; 1853, schooner *Maripsa*, Capt. Bennett; 1853, ship *Othello*, Capt. L. W. Brown; 1853, ship *Beatrice*, Capt. G. L. Rogers; 1854, ship *Pauline*, Capt. Colburn; 1854, ship *Victory*, Capt. R. G. Lane; 1855, ship *Arab*, Capt. Crosby; 1856, ship *Muscon-gus*, Capt. F. W. Carter; 1857, ship *Indus*, Capt. L. W. Brown; 1857, ship *I. H. Boardman*, Capt. H. Cook; 1857, barque *Oasis*, Capt. Leach; 1858, ship *Caroline Tucker*, Capt. Congdon; 1859, ship *Elizabeth Cushing*, Capt. Pritchard; 1861, ship *Sonora*, Capt.

L. W. Brown; 1864, ship Elizabeth Cushing, Capt. L. W. Brown; 1868 to 1882, ship Elcano, Capt. L. W. Brown; 1884 to 1888, ship Mary L. Cushing, Capt. L. W. Brown; nineteen ships, three barques, one three masted schooner.

A seafaring man has an attachment for his ship, if it is a favorite one, and especially if it has carried him safely through peril and uncommon adventures, and the Elcano had certainly obeyed her helm and carried us through many storms and contrary conditions, so that I had an affection for her and was filled with a melancholy sorrow when we left her decks for the last time, when she passed into other hands, and when the German flag floated from the peak.

The Mary L. Cushing was the last ship built by Mr. John Currier. She was very beautiful, as many can testify who went on board of her before she went to sea, while she lay at Cushing wharf. In every port she was the pride of the fleet.

I had made twenty-eight voyages during the years between 1848 and 1888, voyages full of interest and adventure, in storm and sunshine, and the memory of the life is pleasant indeed, so much so that I would willingly live it all over again.

"They that do down to the sea in ships and do business on the great waters, these see the works of the Lord, His wonders in the deep."

Capt. Brown soon after his retirement from the sea in 1888, was chosen secretary and treasurer of the Newburyport Mutual Fire Insurance Company, and he held the office until a few months before he died, when his failing health compelled him to resign the position. He was an overseer of the poor for several years, secretary of the Oak Hill Cemetery Corporation, president of the Marine Society, and he held many positions of trust. He was a vigorous, active, honorable man, much valued and respected in the community, and beloved by family and friends. His career had been varied in incident, and he had a rare faculty of graphic description, and many times his narratives were listened to with rapt attention by members of clubs and societies in other cities, as well as in his own dearly loved Newburyport.

DESCRIPTION BY CAPTAIN LAWRENCE W. BROWN OF THE
CAPTURE OF THE SHIP SONORA BY THE ALABAMA.

In March, 1863, we were on the berth in New York with the ship Sonora of Newburyport, loading for Melbourne with a general cargo; finished loading and sailed; had forty-five passengers. On third day at sea, when about six hundred miles from New York, discovered four stowaways, all soldiers, deserters from some regiment or regiments that had been on the way "to the front," but changed their minds and became tolerable good sailors. We arrived in good time at our destined port. After a time there, we took some cargo and two hundred and ninety Chinese passengers on board and sailed for Hongkong; made the passage in forty-six days, and landed all hands in good order. On arriving we found about twenty-five American ships at anchor, all snug with light masts and yards sent down, crews discharged, and having the appearance of a siege. On making inquiries we found that a strange steamer had put in her appearance in the China Seas, and the ship Contest, laden with a valuable cargo, had been captured, plundered and burned, said steamer being the Alabama, and said to be a Confederate States privateer; therefore there had not been an American ship sail from Hongkong for several weeks, and ours the first arrival for some time. As we were not on a voyage of discovery, looking for privateers, and had a charter to proceed to Akyab, British India, and load rice for Europe, we remained in port ten days, and sailed for Aykab, touched at Singapore, and landed one hundred Chinese passengers, among which were twenty girls. At Singapore we fell in with a fleet of fifteen to twenty American ships, all in the same predicament as the Hongkong fleet, paid off white crew, and shipped colored men; these men were part of the crew of ship Contest, who were landed at Batavia, and sent up to Singapore care of U. S. consul. In five or six days we were up and at it again, sailed on through Malacca Straits toward Akyab. On the 26th of December, in 3 degrees N. Lat. 103 degrees E. Long., at 6 a. m., a steamer was in sight, coming up astern, steering for us. After a short time I saw she was flying a blue British ensign, and had a large number of men on board, and I was quite satisfied she was the Alabama, and we were to have a morning call from the great brave (?) "Semmes," and expected a great circus was to be our day's entertainment,—and it certainly was so.

When the steamer arrived quite near on our starboard beam, some three or four boats were launched, filled with men and officers, and came alongside. We had made all preparations to receive them. An officer came up, and addressed me from the rail,—I was on the house,—asked me ship's name, where from, where bound, and where she belonged. In a certain way he was answered. He said we were a prize to the confederate steamer Alabama, pointing to her, and he was the prize master. I asked for his name, and he followed me. We had quite an interview, and a goodly time was passed, he all of the time advising me to go at once to "the steamer with my papers," etc.

In the meantime a gang were loading their boats with provisions, with which we were well supplied, and best quality, a great haul for them. Fourteen colored men and ten white boys were placed in one of our boats, and set adrift, with notice or orders, to keep away from the steamer. Two colored men and my two officers, Isaac N. Colby, first officer, and Bradford Swap, second officer, both Newburyport men, were then ordered into our quarter-boat and told to pull to the steamer, which they did. A lot of these steamer people were preparing to set fire to the ship; others, officers included, were plundering the ship's cabin, and with disputes among these fellows, as to whom such and such a thing belonged, each one having claimed they saw it first, the whole affair was of rather a ridiculous, undignified nature, it seeming to me that they could not have any discipline on board the steamer from which they pounced down upon us, and had we been captured in the China Seas, or up through the Malacca Straits, by Chinese or Malay pirates, we might have expected about the same treatment as we were getting from these representatives of the Southern Confederacy.

I had been told by this fellow Armstrong, the prize officer, that the ship would be burned, and more than three times did he tell me that I was getting myself in trouble by not going to the steamer at once. However, after all of our people had gone, and the torch all ready to apply to the kindlings, of tar, oil, etc., and the officer told me to go with him in his boat to the steamer, which I did. We were but a few moments in the boat before arriving at the port side of the steamer, outside of three or four boats which were being discharged of the spoils which the crowd of two hundred and twenty-eight people had scooped so early in the morning.

After getting on deck I noticed this chap had hauled down the British ensign and hoisted what they called the Confederate naval colors. To me the conditions of my surroundings looked like poor discipline and an awful dirty vessel. Some ten or fifteen tons of coal were lying on deck amidships, men standing about in groups, and some lying about the decks. I did not walk aft, although I saw and recognized the bold (?) navigator Semmes near the mizzen rigging, but passed forward on port side, looked at the guns, bow-chaser, etc., thence aft on starboard side, no one having spoken to me, only when a tall, shabbily dressed fellow spoke as we were coming alongside, and said, "Captain, you can come up." I merely answered by saying, "That is what I came here to do." My boat was then with the two white and two black men towing at his stern. Crossing the deck to port side well aft, a lanky, tall cheaply dressed individual approached me, with an extended hand, and said "Good morning, Captain Brown." I did not give him my hand, "the hand of Douglas is his own." He looked at me, probably feeling insulted, and asked me if I would go down in his cabin. I said I would be pleased to do so. He went below, I followed, had a fine chance to kick him down stairs—but didn't. I was not invited to be seated. He asked my ship's name. I threw my papers on the table, abaft of which he stood, while I stood facing him. He gazed at me, put his glasses on, picked up the big envelope, which contained register and crew list, opened the register, looked at me, sort of sizing me up, and said "Sonora, she belongs to our enemy. I'll burn her!" I answered, "I don't care if you do. She is well insured in London." "Where are you from?" "New York." "Where?" "New York, via Melbourne and Hongkong." "Where are you bound?" "That is just what I would like to know. You say you will burn her, and she was already to be set fire to when I left her. How do you know what comes next?" The fellow became a little enraged, took a good view of me, and then asked "Where I was bound?" "To Akyab." Other such questions just as foolish were put to me, all answered in a most pleasing and polite manner. "Of what does your cargo consist?" I could only laugh at him, and answer, "Sand!" He moved from his position, and yelled, "I want no comments, sir! what is your cargo?" I tried to bristle up a little on a different tack, and not as pleasantly told him "I was master of a ship myself an hour since, and always knew how to treat my callers and my passengers," no comments had

been made but by myself, etc. He asked, "if I had any money about me?" I then made up my mind he was either a confounded fool or a consummate scoundrel. We were all young fellows, and not easily scared. An officer, his clerk, was all this time sitting at a table, no others in sight of us. I had a little more to say and then awaited the result. He handed my papers to the clerk, and left the cabin. Then this Semmes said to me, "Now, sir,"—I took a seat expecting my sentence,—"I'll give you your choice. You may remain with me eight or ten days and at the end of that time I will set you down wherever I happen to be, or you may go in your boat." "What about my crew?" "Those niggers are going in their boat!" "My officers?" "Are going with your niggers." I said, "If those men and officers, that belong to me, and I to them, are to be set adrift here in those boats, your ship is no place for me, my duty is not here. I will go with them, and whatever they may have to go through, I willingly will share it with them. They have served me faithfully, and I will never desert from them." He said, "You will have no charts." I answered, "I do not want any." "No books or nautical instruments of any kind." I again said, "I do not want them, they will be of no use to me here in an open boat, and I will not leave my people under any circumstances. I know my duty."

He left the cabin and went on deck. I looked about me, then went on deck, and made remarks with two different officers. They seemed to think they had conquered a fleet of men-of-war instead of one poor innocent merchant ship. It seemed to me like an eagle swooping down on a humming bird. My boat was searched, and a quadrant belonging to the mate and other articles were passed up on deck of this bold cruiser. I asked him if we could go now, as it was not safe towing alongside his craft. He said, "You have no water in your boat." I said, "Only that which leaked in." "Well," he said, "you hang on me, and I'll tow you towards your ship and you can get some." She was then one mass of flames. I looked at him and said, "I never sent a man where I could not go myself, and that is no place for me." He then said, "You can clear out! You are the most impertinent man I have dealt with." We cut his line, and dropped away from him. There we were, five in the boat, and it did seem to me as though I never was so far from home and friends.

We landed on the Island of Penang, on the afternoon of Dec. 31st. I gave the mates each one-third of the money I managed to save, about \$100. Then it was each for himself. The consul provided for the two sailors. The first mate got down to Singapore, and home from there in a Boston bark, Pearl. Second mate went to Rangood in a British ship, left her, and became a pilot, died there some three years afterward, aged twenty-four, and weighed three hundred and fifteen pounds, "the biggest man in Burmah." Consuls have no authority to assist captains, they do not come under the head of seamen. I proceeded in steamer Chabuda, British, to Maulmain, then Rangoon, and thence to Calcutta, where I felt at home. The first white man I met was my brother; we had not met for seven years. I left Calcutta on the 22nd day of January, 1864, by way of Madras, Point de Galle, Suez, across to Alexandria; at Cairo called out and inspected the Pyramids; Malta, Gibraltar, and Southampton, only three hours at Southampton, and then in the North German steamship Cimbria to New York; arrived in Newburyport on the afternoon of March 17th, 1864, having experienced a beautiful voyage, and met with some peculiar people.

CAPT. JAMES K. PRITCHARD,

Joined the Marine Society Nov. 26, 1863.

Lost overboard Dec. 22, 1864, aged 31 years.

Capt. Pritchard was in command of ship Elcano when lost overboard.

CAPT. RICHARD PETTINGELL,

Joined the Marine Society Nov. 26, 1863.

Died June 23, 1903, aged 75 years, 11 months, 10 days.

Capt. Pettingell commanded ships George West, Panama, Josiah L. Hale, George Griswold. "Ship George Griswold of New York, commanded by Capt. Richard Pettingell (George L. Bray, 3rd officer), bound from Cardiff to Rio DeJanero, was captured about 15 miles from Cape Frio by the privateer Georgie, June 8, 1863; the cargo belonging to neutrals, she was released on a ransom bond of \$100,000."

CAPT. WILLIAM REED,

Joined the Marine Society Nov. 26, 1863.

Died Oct. 11, 1904, aged 82 years.

Capt. Reed sailed in 60 different vessels, 24 of which he was master. He made 100 voyages to the West Indies.

CAPT. WILLIAM H. SWAP,

Joined the Marine Society Nov. 26, 1863.

Died at Manila, Oct. 25, 1882, aged 47 years, 6 months.

Capt. Swap commanded brig Athens, ships John N. Cushing and Whittier.

CAPT. JAMES W. ELLIOTT,

Joined the Marine Society Nov. 26, 1863.

Died Nov. 3, 1894, aged 70 years.

Capt. Elliott was 40 years in his sea life, in many different vessels, among them we find barks Panchita, Wessacumcon, Allote, Domingo, John W. Coffin, Masaral, Southerner, Arrow, S. W. Porter, Tangier, brigs Carthage, General Worth, Palestine, James Gray, Afton, ships Neptune, Euphrasia, Henry, Arab, Augustin Heard, Pleides, Samasset, many of which he commanded. In 1879 he took command of the Life Saving Station on Plum Island and retained his office until his death.

CAPT. EDMUND J. PIKE,

Joined the Marine Society Nov. 24, 1864.

Died at Philadelphia, Oct. 19, 1905, aged 67 years.

Capt. Pike was master of ships Castilian and Josiah L. Hale.

CAPT. WILLIAM H. BAYLEY,

Joined the Marine Society Nov. 30, 1865.

Secretary from Aug. 29, 1878.

Capt. Bayley commenced his sea life in ships Castilian, Switzerland, Volant, Gem of the Ocean, brig James Gray, the latter part was in trading to the West Indies, making many voyages.



CAPT. JOHN N. PRITCHARD,
PAST PRESIDENT.

In his journal we find, while mate of the schooner *Amelia* bound to Porto Rico, Thomas Pierce, master, March 28, 1858, vessel scudding under double reef foresail, was boarded by a heavy sea which took the captain overboard, impossible to save him, Lat. 40-05 N. Long. 56-10.

Friday, Oct. 20, 1865, arrived schooner *Edward Lameyer*, Bayley, master, from Porto Rico. Sept. 23 to Sept. 26, Lat. 24, Long. 67, experienced a hurricane that lasted three days, lost all her sails and sprung both masts. Sept. 27, the first mate, Mr. Joseph Pearson was killed, his body was brought home and buried at Old Town Cemetery. After the hurricane was over, sails were made of awnings, bed quilts, coffee bags and hammocks. Arrived into the bay on Friday and towed into the wharf by steamer. "In 1866 Capt. Bayley retired from the sea and in 1878 was elected clerk of the overseers of the poor of Newburyport, and still retains his office."—Newburyport Herald.

CAPT. JOHN N. PRITCHARD,

Joined the Marine Society Nov. 30, 1865.

Vice President from Nov. 29, 1900 to Nov. 19, 1903.

President Nov. 29, 1903 to Nov. 16, 1905.

Capt. Pritchard commenced his sea life as a boy on board the brig *Massachusetts*, ships *Versailles*, *Scotland* and *Emerald*, as seaman on board ships *Celestial*, *Contest*, *Carrington*, as chief officer on board ships *Volant*, *Josiah L. Hale*, *Keystone*, *Elizabeth Cushing*, master of brig *Trinton*, ships *Gem of the Ocean*, *Montana*, *Lucy S.*, *Wills*, bark *B. F. Hunt*.

CAPT. JOSEPH A. JANVRIN,

Joined the Marine Society Nov. 29, 1866.

Capt. Janvrin was born in Newbury, Oct. 18, 1835. The following narrative was written by himself:

I made my first voyage from London to Calcutta in 1856. On arriving at the pilot ground, a full rigged brig ran down towards us, this proved to be a pilot boat, and in a short time the Calcutta pilot came on board. He had with him two *Saratoga* trunks, a native servant, and a leads man. He was a man of considerable

importance in those early days. He had an assured position and a standing invitation to all social occasions in government circles. He was affable, well informed, and a courteous gentleman. We were seven days getting to Garden Reach, and every morning he would take his bath, his servant occupying the most of the time in scrubbing him and giving him good massage treatment, getting him ready for his clothes, which were immaculate, and which were changed throughout twice a day. He did not pretend to do the slightest thing, and he would not reach out three feet to get his spyglass, but call for his servant to hand it to him; even though he was "laziness personified" still he must be an able man to hold a pilot's certificate. The mud pilot took charge at Garden Reach and we were shortly in the moorings. The spring tide came on the next day, and the first Bore that struck our ship nearly sunk the ship lying in the next mooring. She was loaded and ready to go into the stream, and the rise was so great and sudden that it broke her hauser pipes and several planks under it. In those days before the East India Company took possession it was a common thing to see a dozen dead bodies of both sexes, old and young, tangled in the moorings, and it became such a nuisance that the authorities ordered them all sunk with a heavy weight. The sacredness of the Ganges is very dear to the natives, and if they are buried in its waters they have obtained a passport to heaven. How often have I seen the women who have lost their caste, come to its banks to bathe and mark their faces with the mud as a protection from evil. When we were in the stream read for sea, with two men at the wheel on account of the strong current, we parted our chain, and brought her up with the second anchor. We had placed the spare iron stock anchor on the forecastle, and the ball on the end of the stock was just caught on the rail. I stood with one foot on the rail under the shank and the other on the cathead. The second time I struck the ring of the anchor to bend the chain, the ball slipped, and the anchor fell on my foot, breaking my instep, and flattened my foot bursting my big toe in three places. They took me into the cabin and laid me on the sofa and tied my foot up and left me to attend to the anchor. They had just got the anchor in place ready to let go if needed, when the current caught her on the bow, that knocked away the second anchor, and when the strain came upon them, she parted both chains and we went down nearly to Garden Reach and brought up side by side with a bark who

had parted from her anchors, and when we struck it seemed as though she was all to pieces. Two doctors came on board and the younger one wanted to amputate the foot, but my friend, as I call him, Dr. Ferris, said no; I will save it, and as we were several days making repairs and getting down to the place of leaving the pilot, I had so far gained strength that I stood my watch with my foot in a sling, and I was not off duty for a single watch. A boatswain had been appointed from among the crew to carry out my orders. In January, 1858, I was promoted to the position of chief mate of the ship *Lyra*, at the age of 22 years.

After three months at home I sailed for Melbourne with 46 steerage and nine cabin passengers. We had a man among the crew, named Tom Connor. He was a villain, and Mr. Colby and I had one of the worst of scraps with him off the Cape of Good Hope, carried him to port in irons, thence to Callao and Rotterdam, thence to London and Hong Kong. When near the equator saw two ships on fire and a steamer between them, and just as night was coming on she began to fire up and shaped a course for us. We had taken a strong south east trade wind. We stood to the eastward with starboard tacks abroad, and we escaped him. This was without doubt the confederate steamer *Florida*. Thence from Hong Kong to Singapore. We had not been there long before the *Alabama* came in, received water and coal in a neutral port, learned the news of the departure of American ships, and steamed down to the Strait of Malacca, and burned three American ships all lying to an anchor.

In February, 1870, I sailed from Boston in command of the ship *Lawrence Brown*. On the 27th day (Sunday) we were running before a heavy northwest gale. After taking my bath I went on deck with my dressing gown and slippers on (as the decks were quite dry) and stood back to the wind with folded arms enjoying the breeze I had been wishing for, and she was ploughing through the water in fine style, with two men at the wheel. (Just a few words about our wheelhouse to convey the proper idea of the force of the sea that struck me. It was about 9 feet long 10 feet wide and 7 feet high, and built of very heavy timber. It was fastened to the deck with four heavy lashings through corresponding eye bolts in the house and deck, through the center and over the rudder head and back to the taffrail and through fastened with four strong brass screws, was the spindle of the wheel, about 4 inches

in diameter). When suddenly the ship's stern settled down in the trough of the sea, which to an experienced man is a sure indication of danger. I turned, and at an angle of about 45 degrees, I saw the sea ready to break, and in that sea I saw my death; everything I ever did passed before me like a panorama and instantaneous. I was only about 15 feet from it, and it was coming a perfect deluge with all its force. I shouted to the men at the wheel to look out for themselves and I made a jump for the life saving straps near the bitts and on the deck. I felt them in my hands when the sea struck me. That was the last I knew until later, when the wheelhouse struck the after house, it stove it considerable, windows were broken, devastation and wreckage reigned supreme. The sea had broken away the steering apparatus and left the ship unmanageable and she was rolling only as a ship can under such circumstances. The decks were full of water. The second mate had his jaw broken, The men at the wheel were washed over the after house, and down on the main deck, badly bruised, but no bones broken. I was missing and they found me hanging over starboard side just forward of the mizzen rigging with my left foot tangled in the small gear, the calf of my leg resting on the rail, my body hanging head down and my broken leg and foot hanging beside my body. They pulled me in and when they sat me down on deck the ship rolled to the windward, and the water washed around the after house and into the gangway. It struck my leg and my foot struck me in the face. This was the first I knew after the sea struck me. They took me into the cabin, wading through a foot of water, and put me into my wet berth, at 9 a. m. I laid there in my wet clothes until about noon, at which time the ship had been taken care of and they were ready to give me some attention. The mate and steward took me out of my berth and put in a dry mattress, cut off my wet clothes and put on dry ones. After being placed in my berth again, I took 120 drops of laudanum in two does. My leg was swollen three times its natural size. As soon as I felt the effect of the laudanum, the surgical operation of setting the bone was performed according to the best knowledge and skill known to the profession at that time and place, I being the dictator in the case. The break, being a compound fracture of the knee pan and thigh bone. As the mate would pull my leg out I put the bones in place, and with the help of the steward arranged the splints and bandages. I was placed in a box made for my con-



CAPT. JOSEPH D. SMALL.

venience and lashed to the cabin floor. The motion of the ship would work the splints and bandages loose and a readjusting of them was necessary every day. After a few days my heel began to pain me, and it resulted in a running sore that caused me most excruciating pain, until we made a little place in the mattress for my heel to rest in. When I have heard of any one having a broken leg, I always caution them to look after the heel. After steering with relieving tackles for 21 days we arrived at Port Prayer, St. Jago, Cape De Verdes. The acting vice American consul Antonio Fortes, a highly educated Portuguese, and very dark, came on board and made himself known to me as a master Mason. He took me to his house, and words fail to describe the gentleness, kindness and affection of that brother Mason towards me. He slept by my side every night. He had two slaves in the room subject to my call, and it was his chief delight to watch me as a mother would watch a child. When I came away I asked him for his bill. He said he had no bill against me, and wished me Godspeed. This was just like a Mason.

May 30, 1870, I sailed for Boston, arrived July 4th. After all these years of privation and misfortune I decided to remain at home. My lameness of today is the result of this accident. In September, 1870, I moved to Lowell with my family, where I am still residing.

CAPT. JOSEPH D. SMALL,

Joined the Marine Society Nov. 28, 1867.

[SEA LIFE OF JOSEPH D. SMALL, WRITTEN BY HIMSELF.]

My first foreign voyage was in the brig Palestine of Salisbury, in 1857, of which vessel my father was master. The voyage was from Machias to Neuvas, Cuba and back to New York. In November following I joined the new ship Elizabeth Cushing, sailing Nov. 11, for Charlestown, S. C., from there to Liverpool, Eng., from Liverpool to Calcutta and back to Boston, then to Mobile, Ala., to Liverpool to Calcutta and back to Boston, then in ship Crown Point, bark Theodore Curtis, bark Ernestine Giddings of New York as chief officers, then in bark International as master, between New York and Curacoa, W. I. Next in ship Winged Hunter and brig Julia, which was wreck on Cape Lookout shoals, N. C., the first and second mate and two seamen having died from

yellow fever, contracted while at Matansas, where we loaded part of our cargo of sugar for New York at \$9 per Hhd. I spent nearly two years in St. Thomas, employed in a shipping house as port captain. During my stay in St. Thomas I run the blockade twice with cargoes of salt from Curacao, in 1863. In 1868 I came to Baltimore and entered the ship brokerage business and now reside there.

CAPT. ROBERT B. PENDER,

Joined the Marine Society Nov. 25, 1869.

Died at Baracoa, Nov. 1, 1890.

Capt. Pender commanded schooners Cecil, Victor, Emma V., Angelia, Samuel E. Fabins, John Gerard, Edward Burnett, Mary Burnett and Mary Cleveland.

CAPT. ISAAC N. COLBY,

Joined the Marine Society Nov. 25, 1869.

Vice President Nov. 19, 1903 to Nov. 16, 1905.

President from Nov. 16, 1905.

Capt. Colby was born at Newburyport, Feb. 28, 1838, educated in the public schools of Newburyport, and at the age of 16 commenced his sea life in the bark General Taylor, Capt. Francis A. Burton. After three voyages to Europe in her, joined the new ship Blandina Dudley, Capt. Horace Atwood for a voyage to Calcutta. Upon the completion of this voyage, shipped as second mate of the ship Tamerlane of Wiscasset, then as chief mate of the bark John Howe of Belfast. At the age of 20 joined the ship Lyra of Newburyport as second mate and for 18 years was in the employ of the Messrs. Cushing of Newburyport. Was mate of the ship Sonora when she was captured by the confederate steamer Alabama. (See narrative). After landing at Singapore, came home to Boston in the bark Pearl, from thence to London in the ship Magnolia and joined the ship Elizabeth Cushing at Antwerp. The Sonora and Elizabeth Cushing were commanded by Capt. Lawrence W. Brown. I succeeded Capt. Brown in command of the Elizabeth Cushing in 1868 and in 1876 sold the ship in London to German owners and came home to Newburyport. After a short stay at home, contracted with George E. Currier, ship builder, to



CAPT. ISAAC N. COLBY,
PRESIDENT.

build a bark of 1100 tons and named her H. G. Johnson, and finished my sea life in her, selling her in 1898 to Boston parties. Since then I have resided in East Weymouth.

In March, 1863, the writer was chief mate of the American ship *Sonora*. The *Sonora* was at Pier 10, East river, New York, loading in the berths for Melbourne, Australia. At this time the confederate cruiser *Alabama* was the terror of the seas, burning and bonding many fine ships. Just before sailing we heard of the destruction of the clipper ship *Jacob Bell*, one of the superb tea fleet of the Messrs Low. Her cargo was valued at a half a million dollars. The loss of this fine ship made a great sensation, and great efforts were made by our cruisers to find and capture her, that is, the rebel cruiser, who did the mischief.

Our cargo was what we call general, consisting of a miscellaneous assortment of Yankee notions. We were in good sailing trim as we had space reserved in the "between decks" for steerage passengers, of whom we carried forty, we also had four cabin passengers. Most of these were leaving the country for fear of being drafted into the army. They also were attracted by the prospect of getting gold in the mines of Australia. We set sail March 27th. Our captain was a seaman and a gentleman, we were well manned and well found in everything necessary for the voyage. Nothing of particular interest occurred during the passage and we arrived at Melbourne, July 2nd, all on board well, having seen nothing of any confederate cruisers.

After discharging our cargo the ship was advertised to take Chinese passengers for Hong Kong and was fitted up to accommodate 212. We carried no cargo, only ballast, wood, water and provisions. The "between decks," the entire length of the ship, was devoted to the passengers and several brick fire places with huge iron pots set in masonry were built on deck for their use in cooking. The passengers were divided into messes of eight. The ship found wood and water, which was served out to them daily by the third mate, and they furnished and cooked their own provisions. They were a quiet, contented lot of men, being mostly miners, who had been successful in their search for gold, and were returning to their homes in China, rich enough for their simple wants. With fair winds and pleasant weather we made rapid progress. Through Basses Straits, then up past the numerous island groups in the South Pacific, we had only one day of calms. Just

previous to taking the N. E. trade winds. During the day we caught a huge shark. The Chinamen were delighted at the prospect of a feast, and as none of the ship's company cared to eat shark, they divided it among themselves and left nothing but the bones. In the afternoon they burnt josh sticks and prayer paper, soliciting "Josh" for a breeze. Shortly after sunset a breeze sprung up from the N. E., which freshened and continued the remainder of the passage, the ship arriving at Hong Kong Nov. 8th, 1863. Before any of our passengers would go on shore they sent for several pigs and fowl, roasted whole, which they offered to "Josh" for a sacrifice in payment of their vows made during the calm.

They were so well pleased with the ship and their treatment that we found no difficulty in securing passengers and freight for Singapore, while other vessels were lying in port, unable to secure business, or afraid to venture out for fear of the Alabama, who we heard, was somewhere in the China Seas pursuing her burning and plundering career. We had a fair monsoon down the China Sea and arrived at Singapore Dec. 11. Here we heard more of the Alabama and learned that another of Low's Clippers, the Contest, had fallen a victim after a long chase, during which the sailing ship held her own until the wind dying away, left her an easy prey. The crew (colored men) had been brought to Singapore, and as our crew left us here, and we were bound to Akyab, in the Bay of Bengal, after a load of rice, we supplied their places from the ex-crew of the Contest. The American ship Highlander sailed in company bound for the same port. Quite a fleet of ships remained, fearing capture and destruction.

For nine days we battled with head winds, working through the Straits of Malacca, anchoring when the tide was against us. It was hard work and we did not pass a particularly jolly Christmas, but when he let go our anchor at night we little realized that it was for the last time. The next morning we made ready at daylight to get underway, heaving short and setting all square sail, but the courses, it was calm and we waited for a breeze and for the tide to turn. Far astern we could see a dark blue line which indicated a change, there were several vessels moving in our direction and among them a steamer. The Highlander was anchored not far from us. The calm still continued, we could do nothing but wait.

I was standing on the forecastle with the crew, ready to lift our anchor as soon as the breeze came near, when the boatswain, a stalwart negro said excitedly "Good Lord! That is the Alabama!" The steamer had now approached us, so that we could see her flag, her boats and other distinguishing marks. I walked aft to the quarter deck and told Capt. Brown what the boatswain had said. Taking his spy glass, after a long look, he remarked, "I don't think it can be the Alabama, for she flies the English ensign and has white boats, and I have heard that the boats of the rebel cruiser were painted black."

I called the boatswain and he said that the Alabama after the capture of the Contest had taken her boats for her own use and that these boats were white. But our doubts were soon set at rest as the steamer ranged up alongside and stopped about fifty yards off. We heard a whistle and down came the English flag, and up went the stars and bars of the confederacy. At the same time a boat was lowered and an officer with a crew of armed men got into her and came alongside. The rope accommodation ladder was lowered and the officer came to the gangway. Before stepping on board he said "What ship is this?" Right in front of him in large gilt letters was our name. "Can't you read?" says Capt. Brown. "Ahem! yes, I see, the Sonora. Well, captain, you are a prize to the confederate states steamer Alabama."

"Fortune of war! Come on board," was the reply. We were helpless to resist, and we could not run away, so we had to reconcile ourselves to the idea of leaving our beautiful ship, that had been our home for nine months. What made the situation more grievous was that the boarding officer and the entire boats crew were Englishmen. We were at war with the Confederacy and were prepared to accept the fortune of war, but it was a bitter pill to swallow, when it was offered by British hands, manning a British ship armed by British guns. Turning to me he told me to let go the anchor! "We are at anchor!"

"Well, clew up the sails!" To this I made no reply. He told me that it would be necessary to lower our two quarter boats, and for all the crew to proceed alongside the Alabama, we could each take a bag of clothing, but no trunks, no nautical instruments, books or charts.

The officer remained on board. The captain went away in the steamer's boat. I took the second mate and three men in the

small boat, and the remainder of the crew took the other boat, and we all pulled to the steamer. The captain only was allowed on board. Shortly afterwards he came to the side near the mizzen rigging, where my boat was lying. He was accompanied by Capt. Semmes and some officers. The boatswain was sent to overhaul the captain's luggage which was under my care. The boatswain was looking at some papers, when I heard Semmes say in a gruff tone, "Never mind the papers! see if there is any money there," but he found no money, for all the money the captain had, he had intrusted to me and it was rolled up in my stockings and in the bottom of my bag. Semmes then gave Capt. Brown his choice to stay on board the Alabama and be landed when and where most convenient, or to be set adrift with his men in the boats. He chose the latter and coming into my boat, the painter was cast off and we were left to ourselves, with no water or food of any kind. We were ten miles from an inhospitable coast covered with jungle and infested with tigers. We were eighty miles from the nearest port, Malacca. The tide had turned and we were quite a distance from the ship. The Alabama steamed off to the Highlander and same result followed, that is the capture and the forced removal of the crew. After a while we were joined by the boats of the Highlander, one of our boats being still retained by the steamer. The tide was running strong and we were getting farther and farther away from the ships, still at anchor. Soon we saw the flames and smoke arise and envelope the hulls, the sails and spars. It was a sad sight, for we had got to love our ships, they were our homes, and furnished us employment, and many were dependent on what we could earn and save. All these thoughts and many more passed through our minds while we were holding a council and deciding what it was best to do. The two boats from the Highlander had food and water. We dispatched two boats, with a little more than half our number with orders to follow the coast until they reached the Port of Malacca, and then to report to the U. S. consul. The remainder, all white men, in the other boat, resolved to apply for relief to one of the vessels in sight. The first we boarded was an Arab bark, with no accommodations and bound to some small out of the way port. The next was the French ship Puget, Capt. Adam. There we were made welcome and our boat was hoisted on board and every attention paid to our comfort.

The Puget was bound to Madras. Capt. Adam said he would take us there, or he would leave us near to Penang, one of the Straits Settlements (so-called) under English rule. As the latter was much the nearer, and a port at which steamers bound in each direction always stopped for freight and passengers, we chose to stop there. We passed several days on board the Puget, and one morning we overtook a bark bound into Penang. The captain having consented to take us as passengers, our boat was put into the water, and we gave the Frenchmen three hearty cheers as we pulled away for the bark. She was hove to, about three miles off, we having made our communications with our signal flags. When within a mile of her, to our surprise she filled away and with all sail set, proceeded on her course. We could not overtake her in spite of our utmost exertions, but after a while she again was hove to, and we succeeded in getting alongside and on board. Then we found that she was a native vessel owned by Chinamen at Singapore and manned by Malay seamen with a half breed for a captain, who spoke good English and who was a good fellow. He it was who had consented to take us against the wishes of the Chinese supercargo, and while we were on the way from the French ship, he went to his room for something and the supercargo locked his state room door and gave orders to the crew to fill the main top-sail and proceed. The captain after a while broke out of the cabin and caused the vessel to be hove to that we might get on board.

We made our boat fast astern, and seeing that there was a great strain on the single rope which held her, the third mate of Highlander attempted to make all safe by fastening to her another and a larger rope. He swung himself off the taffrail to slide down the boat's painter, and slid directly into the water. He sank at once and we saw him no more. Five of us immediately lowered the bark's quarter boat and searched for him in vain. He was a young man, an American from the state of Maine.

We passed an uncomfortable night, and in the morning found ourselves about fifteen miles from Penang. It was calm and the sea breeze would not probably set in much before noon. The captains were anxious to get in, and four of us volunteered to take the small boat belonging to the bark and pull on shore. We did so, getting to the wharf at 11 a. m., the bark coming in at 4 p. m., with the remainder of our company. The American consul now took charge of us, sending us to the hotel, and the next day

dispatching all but myself to Calcutta in the mail steamer. I thought I would go back to Singapore, when the next steamer left, hoping to get employment in one of the American ships which I knew were in port. The merchants of Penang were very kind to me during the three days I remained there. I received several invitations to dine, one of which I accepted, and the hotel keeper was told to furnish me with anything I required and they would pay the bills. Every afternoon I was taken to drive about the town and the suburbs. The horses, carriages and roads were all good and I enjoyed myself very much, still it was not business and I was glad to accept the offer of the captain of the British steamer *Aratoon Apar*, to take passage with him for Singapore. On our way we passed over or near the spot where the *Sonora* burnt to the water's edge and sunk at her anchors, and no doubt still remained. We could not see her, of course, but I thought of the charred wreck of the once lofty and proud ship that had carried the flag over so many seas.

In a few days we arrived at Singapore, where I found the portion of our crew that were in the first boat from the *Sonora*, and whom we left alongside the *Alabama*. From one of them I obtained the following statement :

Statement of Charles S., ordinary seaman of the ship *Sonora*.

After the boat containing the captain and officers was cast adrift by the *Alabama*, we that were in the other boat were turned back to the ship and then told to go on board for provisions and water enough to last us to Singapore, or whatever port we chose to enter. We were accompanied by two of the steamer's boats, one carrying the officer who was to set the ship on fire, and the other was to take off the officer who had first boarded us and who had remained on board alone. The boats were filled with what they chose to take of the ship's stores, and the contents of the cabin, including the chronometers, all nautical instruments, clocks and firearms. The two officers nearly came to blows in a dispute over the captain's cane.

As our boat was small to hold so many, we were permitted to launch the long boat and take the sail. We took beef, bread and water and a compass, and were hurried away from the ship. The *Alabama's* men took all the hams and preserved meats, and some of them prepared the ship for burning by emptying the bed sacks in the cabin and under the hatches, and saturating with oil, the

piles of combustibles. They all left shortly after we were sent away, and immediately smoke and flames issued from the hatches. In half an hour the ship was completely enveloped in flames, the after part seeming to burn the fiercest. We remained quite near the vessel until the masts fell, and during the day and until midnight we saw the light from the fire.

Whether she then sank or the fire was extinguished by the heavy showers we had, I could not say, as we were then a long way off, and at daylight nothing could be seen of the ship. Our boats followed along the land until we reached Malacca, we having fallen in with the other two boats from the Highlander and Sonora, and kept in company with them. At Malacca we sold the boats and with the money paid our passage to Singapore, where the U. S. consul took charge of us and sent us to the Sailors' Home.

It was here that I found all the late crew of the Sonora with the exception of Capt. Brown and the second mate, who had gone to Calcutta. The consul would have cared for me also, but my old captain and friend, with whom I had sailed for the five previous years, was there in the same old ship and he offered me a home with him until I could do better. I remained there until the 11th of February, 1864, when I took passage for Boston in the American bark Pearl, arriving there the 20th of June, nearly 15 months after leaving New York.

While at home I heard of the destruction of the Alabama by the U. S. S. Kearsarge. There was every indication that the war would soon be over and I gave up the purpose I had formed, to enter the navy, and shortly afterwards went to sea with Capt. Brown, who had obtained command of the fine ship Elizabeth Cushing, of the same employ as the Sonora. Once again we sailed over the well known track to the East Indies and back, but at this time without the fear of the Alabama, and on our passage home we spoke an American brig and learned that the war was over, and that Lincoln had been assassinated. Good news and bad news; never shall I forget the sensations I experienced at that time.

That was in 1865, now in 1891 I am still ploughing the old ocean, off Capt Horn as I pen these lines.

CAPT. EBENEZER BRADBURY,

Joined the Marine Society Nov. 25, 1869.

Died March 13, 1885, aged 68 years.

[NARRATIVE WRITTEN BY HIS SON.]

Ebenezer Bradbury was born Dec. 10, 1816. When 16 years of age he shipped for five years on a whaling voyage, and was gone about three years. He sailed from New Bedford most of his service. May 6, 1841, he sailed from New Bedford in ship Susan, Willard Howland, Jr., master, he being first mate.

His first voyage as master was in the barque Nade, which sailed from New Bedford, Aug. 12, 1846, for a voyage to the Indian Ocean. On her return when off Bermuda, Jan. 3, 1851, she encountered a gale which caused her to leak so badly that both pumps would not free her. She was towed in Bermuda, sank and was condemned. His next command was a new ship the Antarctic of New Bedford, which sailed from there May 3, 1852, for Pacific Ocean. The first mate, Mr. Howland, was lost overboard on the voyage out the same year, and another a Mr. Macy, who joined the ship later, was lost when the ship was wrecked at Chatham Islands, in March, 1853.

In 1862 he was cruising in the Atlantic looking for whales and dodging confederate privateers. He was fortunate to escape capture, as many whalers were taken and burned. His vessel, the brig Eshere, of Beverly, left Fayal, in company of another whaler, the latter going one side of an island, was captured and burned, while the Eshere going the other side of the island, escaped. His last voyage was in the schooner Georgia of Newburyport, which arrived home Sept. 28, 1869, after a cruise of ten months.

CAPT. JAMES F. TILTON,

Joined the Marine Society Nov. 25, 1869.

Died at Portsmouth, N. H., Dec. 22, 1904, aged 66 years.

Capt. Tilton commanded ships Ceylon, Blandina Dudley, Fearless, steamer Mattie Sargent and steamer Alice Howard.

CAPT. GEORGE T. AVERY,

Joined the Marine Society Nov. 24, 1870.

Died Sept. 20, 1884, aged 59 years, 7 months.



CAPT. GEORGE P. SPAULDING,
VICE PRESIDENT.

Capt. Avery was born in Castine, Me., in 1825 and in 1849 commanded schooner Eglantine in the West India trade between Boston and Gonives, bark Springbok on the coast of Africa, bark Jupiter, ship Jamestown and ship Adams in the southern cotton trade to Europe, afterwards in ship J. P. Whitney, which was wrecked in a typhoon in the Indian Ocean, in ships Castine, Importer, and Daniel I. Tenney in East India trade. In 1874 he retired from the sea.

CAPT. GEORGE P. SPALDING,

Joined the Marine Society Nov. 24, 1870.

At the request of the Secretary of the Newburyport Marine Society to give the history of my seafaring life for the benefit of the society, I will do the best I can from memory.

In June, 1857, I shipped in the schooner Ellen Risper, Capt. Chase, of Seabrook, for codfish on the coast of Labrador, returning in October of the same year.

On March 21st, 1858, started on my first voyage in the full-rigged ship Clarissa Currier, 1100 tons burden, Capt. William Bunting, bound for Melbourne, Australia. Arrived at Melbourne about the middle of July, and on August 20th, sailed for Calcutta. Arrived there about the tenth of October.

Sailed for Boston, Dec. 3rd. December 7th, in a heavy cyclone, carried away fore and main topmasts. Arrived in Boston, March 1, 1859.

On December 3rd sailed from Newburyport in ship Glendower, Capt. Ben. Emerton, for New York. Arrived there about December 15th.

January 28, 1860, sailed in ship Herald of the Morning, Capt. Otis Baker, from New York to San Francisco, arriving there about May 15. On June 21, sailed for Calleo and Chincha Islands, arriving at Baltimore about the first of December, 1860.

Jan. 4, 1861, sailed in ship Thatcher Magoune, Capt. Otis Baker, from Boston to Frisco. Arrived about May 10th.

Sailed May 15th in ship Hare, Capt. Holmes, for New York, arriving August 20th.

On October 2nd, sailed in same ship for Frisco, arriving Feb. 20th, 1861.

Went up into the country and worked in a saw mill until January, 1862.

February 2nd, 1862, sailed for Boston in ship Gleaner, Capt. David Page. Arrived at Boston, May 20th.

On July 7th, 1862, sailed as second mate of bark A. W. Stevens of Newburyport, Capt. Jacob Brown, for Cape Town and Sydney, Australia. Arrived at Sydney about Dec. 2, 1862. There we went in the coal trade from Newcastle, Australia to New Zealand ports until February, 1866, when we sailed for London, arriving there in May. Arrived at Boston, Aug. 26th, 1866.

On November 20th sailed as second mate of ship Sacramento of Boston, Capt. David Page.

Arrived March 2, 1867. Sailed for Liverpool, arrived about the middle of July. Arrived at Boston, Nov. 10th.

On December 1, sailed for New York in ballast as first mate. Captain Isaac Jackson. On December 2, off Cape Cod in a heavy N. Y., gale shifted ballast. Ship on beam ends, cut away main and mizzen masts. Taking foretop mast with the wreck off Fire Island light. Cunard steamer Hecla from Liverpool coming along; blowing a hard gale from the N. W. She laid by us for five days trying to tow us, but after using up all of the hawsers both of us had, she was forced to leave us as she had 700 passengers and her coal growing short. On the night of December 26, let go both anchors in nine fathoms of water off Jersey shore, five miles to the northward of Shark river. Blowing heavy gale from E. N. E. with thick snow and very cold. On December 31, was taken in tow by the wrecking steamer. After slipping chains arrived at New York on Jan. 1, 1868.

On Feb. 10, 1868, sailed as first mate of new ship Annahuac of Boston, 1284 ton, Capt. Isaac Jackson. Bound to Frisco, arriving there on June 15. Sailed on August 5 for Liverpool, arrived there Nov. 15. Sailed for Boston on Jan. 5, 1869. Arrived Feb 2.

Sailed as first mate of same ship, Capt. Lombard Cook for Frisco on April 10. Arrived August 15.

Sailed about October 1, for Liverpool, arrived there on Jan. 15, 1870.

April 15, took command of ship Annahuac, Capt. Cook, going home. Sailed for Calcutta, April 1st. Arrived July 5th. Sailed for Boston Oct. 1st. Arrived June 25th.

July 20th 1871, sailed for Penang. Arrived August 1st. August 12th sailed for Singapore. Arrived August 25th.

Sept. 11th, sailed for Hong Kong. Arrived Sept. 22.

Nov. 28th, sailed for Manila in ballast. Arrived Nov. 13th.

Feb. 19th, 1872, sailed for New York. Arrived May 22nd.

July 29th, sailed for San Francisco. Arrived Dec. 4th.

Feb. 1st, 1873, sailed for Liverpool with a cargo of wheat. On May 11th 400 miles W. N. W. of Fayal in whirlwind carried away foremast in eyes of the rigging. Main topmast in Cap. Mizzen topmast and jib boom. Carried away all stanchions between decks. Sprung all three lower masts. Rigged jury masts and arrived at Queenstown, May 23rd, for orders.

On May 26th sailed in tow, for Liverpool. Arrived May 28th, 1873.

July 10th, gave up command of the ship Annahuac and returned to Boston in the Cunard steamer Tarifa. Arrived in Boston August 2nd.

April, 1875, went to San Francisco by rail. Took command of the ship Bridgewater, 1924 tons. Went to Puget Sound, loaded cargo of spars. Falmouth for orders. Arrived at Falmouth Feb. 4th, 1876.

Ordered to Port Glasgow on the Clyde, Scotland.

On June 15th, 1876, sailed with cargo of coal for Callao, Peru. Made the run from 50 S. in the Atlantic to 50 S. in the Pacific in 8 days and 12 hours, with main royal set all the time.

Arrived at Callao, 82 days from Port Glasgow.

Went to Southern guano deposit, loaded. Falmouth for orders.

In latitude 50 S. sprang aleak; returned to Valparaiso for repairs.

Sailed in July for Falmouth.

Dec. 8th, 1877, ordered to Hull, England. There the ship was sold and I returned to New York on the White Star steamer Adriatic. Arrived in New York, March, 1878.

In April, 1879, took command of the bark Lizzie H., from Newburyport, 984 tons. Sailed with cargo of oil to Angiers for orders.

Ordered to Surabuay, Java. Loaded sugar at a small place called Cracksam for Boston. Arrived Jan. 10th, 1880.

Feb. 10th sailed for New York in tow, being 11 days on the passage.

April 12th, 1880, sailed to Angier for orders with a cargo of case oil at 42 cents per cast. Ordered to Singapore.

Chartered to New York L3660 lump sum. Sailed Sept. 25th. Arrived at New York Dec. 7th, 1880, making the voyage in 8 months and 16 days.

Feb. 12th, 1881, sailed with cargo of case oil to Angiers for orders. On the third day out, while running in heavy N. W. gale, was thrown on beam ends with lee rail under water. Was forced to cut up cabin floor, and throw overboard cargo. After working for eleven hours succeeded in getting the bark before the wind, and trimmed her up as far as we could. Arrived at Angier and ordered to Surabuay, Java.

Arrived on May 14th, 92 days from New York. Sailed in ballast for Singapore. Arrived July 2nd. Loaded for Boston; sailed July 28th, arrived on Oct. 28th, 90 days from Singapore.

Although the bark Lizzie H. was considered one of the slowest vessels out of Newburyport, I was never 100 days on the passage out or home. On the three voyages I made in her, we crossed the equator on the outward passage in 26.25 and 27 days from port.

Nov. 12th, 1881 left Boston in the Cunard steamer Pavonia, bound to Liverpool. There took command of the ship Reporter of Newburyport, 1484 tons. Sailed Dec. 11th, for Bombay with cargo of coal. Jan. 1st, crossed the equator, twenty days from port. Arrived at Bombay, April 14th, 1882. Loaded cargo of linseed; on May 16th sailed for New York. Off Cape of Good Hope, had heavy gales from the westward for ten days; disabled the starboard pump. August 9th crossed the equator in Long. 41.52 W., 75 days from Bombay. On August 22nd, Lat. 18 N. encountered a fearful hurricane, with tremendous cross-sea. Ship sprung a bad leak, and having but one pump, was forced to run the ship under two lower topsails and reefed foresail. The donkey engine working the one pump to full extent, and the water slowly gaining. The strength of the gale lasting for four days, with very heavy sea, washed everything movable from the deck, the ship at one time having seven feet of water in the hold. On August 28th, took towboat off the Delaware, and towed to New York, twenty days from the equator and ninety-six from Bombay; eight months and seventeen days on the voyage.

Oct. 28th, 1882, sailed for Shanghai, China, with case oil. On Jan. 31, 1883, made Sandelwood Island, at the western entrance of the Bombay passage. On Feb. 22, after a tedious time, passed out into the Pacific ocean, between the Aion Islands and the north coast of New Guinea. March 14th arrived at Shanghai, one hundred and thirty seven days from New York.

The ship Gardner Colby sailed the same day from New York with 253 days to Shanghai.

On April 15, 1882, sailed in ballast for Nagasakie, Japan. Arrived April 22nd, loaded coal for Hong Kong. Arrived May 17th; discharged cargo of coal. Took in 500 tons paving stone for ballast, and sailed on June 16th for Manila, arriving June 20th; there loaded cargo of sugar and hemp.

Sailed Aug. 27th for Liverpool, England. We had light airs and calms for three days from the N. E., then took monsoons strong and squally from W. S. W. Made Cape Dato on the north coast of Borneo; from there to Angier light baffling N. W. and northerly winds.

Sept. 29th, anchored at Angier to take in water, shortly after the terrible eruption of Kratow, which destroyed the whole coast from Java Head to Batavia. October 22nd, got under way on our passage to Liverpool. Oct. 28th sighted the Island of Maritus. Nov. 2nd, sighted Cape Recife, south coast of Africa. Nov. 14th, made the Island of St. Helena; went on shore; posted letters, and Nov. 24th crossed the equator, Long. 23.40 W.

Light baffling trades. On Dec. 16th made the Island of Flores. From there to Fastnet Light, strong N. E. winds. December 31st, made Tusker Light at 5 a. m., blowing hard gale from the S. W. Ship under two lower topsails and foresails. At 4 p. m., made Holly Head Light. Off Point Linas got pilot and tow boat, towed to Liverpool. Arrived Jan. 1st, 1884, 122 days from Manila. On Jan. 24th, 1884, I had the great misfortune to lose my dear wife, who died of consumption, after being with me for four years at sea, leaving me with one daughter 4 years of age. Wrote to my owners to send master to relieve me, the ship being chartered to Cardiff to load coal for Hong Kong. Capt. Robert Bailey was sent to take the ship for the voyage.

On March 2nd, took passage on the Cunard steamer Oregon to New York. Arrived on March 10th.

On March 26, 1886, sailed from New York in the ship Reporter for Calcutta, India. May 18th made the Island of Tristan De Cuna, ran down Eastern in 43 degrees south. Crossed the equator 81.42 W. 90 days out.

July 3rd took pilot as Eastern Light Ship, where we arrived 99 days from New York. Discharged cargo. Loaded for New York.

Sept. 13, sailed for New York. Strong monsoons with heavy squall from the S. W.

Sept. 17th, went through Duncan's Pass between the great and little Andaman Islands.

Sept. 27th. crossed the equator in 92.24 E. 14 days from port.

Good S. E. trades in Indian ocean; for 12 consecutive days the ship averaged 228 1-2 miles per day.

Passed Cape Good Hope Nov. 2, 50 days out. On Nov. 23rd stopped at St. Helena.

Arrived at New York Dec. 28. We were 91 days from Calcutta, 39 days from Cape Good Hope.

On Feb. 23, 1887, sailed from New York, bound to Chittagong, in the Bay of Bengal. Had light N. E. trades. Long. 25.20 W., 27 days from port.

On April 14th sighted the Island of Tristian De Cuna.

April 24th, passed the meridian of Cape Good Hope in Lat. 39.50 S., 57 days out.

A flying fish 18 1-2 inches long, was washed on board by a heavy sea.

June 2nd, arrived at Chittagong, 99 days from New York.

On Nov. 13, 1887, sailed for New York on Dec. 30th. 47 days out, spoke British ship Royal Sovereign, 76 days from Chittagong.

Jan. 2, 1888. made Tahe Mountain Cape Good Hope.

Jan. 13th, stopped at St. Helena and went ashore.

Crossed the equator, Long. 31.24 W., 74 days out.

On Feb. 14th, Lat. 29.39, North Long. 72.57 W., a little daughter was born, to be named Ella Reporter Spalding.

Arrived at New York, Feb. 20, 99 days from Chittagong, India.

April 9th, 1888, sailed from New York for Madras, India.

May 4th, crossed the equator 27.36 W., 25 days from port.

May 29th, running under short sail, shipped heavy sea, washed man overboard, and smashed boats.

In ten days the ship ran 2143 miles, average 213.3 per day. June 20th, sighted Great Basses Light. Arrived at Madras June 2nd, 84 days from New York. July 28th, sailed for Colombo, Island of Ceylon, in ballast, to load for New York, arriving at Colomba after a long and tedious passage of 21 days. Sept. 15th, sailed for Point De Galle, to finish loading. Arrived Sept. 18th. On Sept. 29th, sailed for New York. On Oct. 20th, sighted Island Muhitus. Oct. 21, sighted Island of Reunion. Oct. 29th, Lat. 27.16 S., Long. 42.47 E., caught seventeen fine large mackerel. On Nov. 12th, Cape Angullus lighthouse bore north, distance five miles. Nov. 23rd, sighted the Island of St. Helena. Posted letters and got fresh provisions. Had light S. E. trades. Dec. 6th, crossed the equator in Long. 34.55 W. On Dec. 9th, took in our studding sails for the first time since crossing 30 S. Had fresh N. E. trades. Dec. 28th, arrived at New York, 90 days from Point De Galle, making the voyage from New York to Madras, Colombo and Point De Galle to New York in eight months and 19 days.

Monday, January 28th, 1889, sailed from New York bound to Melbourne, Australia. Very light N. E. trades and well to the southward. Crossed the equator in Long. 37.30 W., 31 days from port. Crossed the meridian of Greenwich in 44.30 S., 59 days from port. Arrived at Melborune, April 25th, 87 days from New York. having the run from the meridian of Greenwich to port in 28 days.

June 10th, sailed for Newcastle, New South Wales. Arrived June 14th.

Sailed July 12th for Hong Kong, China. Arrived at Hong Kong, August 28th, 48 days out.

Wednesday, November 20th, 1899, sailed for New York. On Dec. 4th, at 7 p. m., struck on small coral patch, 17 feet of water under the bow and 14 fathoms under main rigging. At 10 p. m., water was over the main hatch, the west coast of Borneo being about eight miles distant. December 12th, were taken off the wreck by a small English steamer from Batavia bound to Singapore, where we arrived on December 18th, and where we landed crew. On January 2nd, 1890, took passage with wife and child on White Star steamer Arabic for London by way of Suez Canal, and arrived at London, Feb. 6th, 1890.

On February 8th, took passage on board Cunard steamer Galya at Liverpool, bound to New York, where we arrived Feb. 18th, which ended my seafaring life of many years.

CAPT. ASA PEARL,

Joined the Marine Society Nov. 24, 1870.

Died at Para, Nov. 14, 1873, aged 53 years.

Capt. Pearl commanded schooners Young American, Ellen, Golden West, Ocean Pearl, Envoy, and John W. Dodge.

CAPT. WILLIAM I. BURNHAM,

Joined the Marine Society Nov. 28, 1872.

Died Nov. 13, 1889, aged 55 years.

Capt. Burnham commanded ships Hellispont and Keystone.

CAPT. CHARLES A. CHASE,

Joined the Marine Society Nov. 28, 1872.

Lost at sea, February 1876.

Capt. Chase commanded ships Radiant and Voyager.

CAPT. JOSEPH W. HUGHES,

Joined the Marine Society Nov. 28, 1872.

Died Nov. 11, 1899.

Capt. Hughes commanded schooners Race Horse, Peter Mitchell and Edith L. Steere.

CAPT. GEORGE L. BRAY,

Joined the Marine Society Nov. 28, 1872.

Died Aug. 28, 1900, aged 56 years.

Vice President Nov. 26, 1896, to his death.

Capt. Bray was engaged for many years in ships Winona, Volant, Eagle Wing, Josiah L. Hale, Ceylon and commanded ships Nonantum, W. J. Rotch, Francis and W. A. Farnsworth.

CAPT. GEORGE W. KNIGHT,

Joined the Marine Society Nov. 28, 1872.

Died at Philadelphia, Oct. 25, 1882, aged 40 years, 10 months.



CAPT. GEORGE L. BRAY.

Capt. Knight commanded schooner Lath Rich during the war of 1862, carrying supplies on government account. Later he commanded bark Lizzie H. Kimball, ships Keystone and Simoda.

CAPT. THOMAS H. BOARDMAN,

Joined the Marine Society Nov. 27, 1873.

Resigned March 22, 1900.

Treasurer Nov. 24, 1887 to Nov. 28, 1895.

CAPT. CHARLES W. REED,

Joined the Marine Society Nov. 27, 1873.

Died March 2, 1905, aged 60 years.

Superintendent of rooms 1904.

Capt. Reed commanded schooners Native American, Mary Clark, Jordan L. Mott, Annie Bell, brigs Daniel Trowbridge and Tula.

CAPT. STEPHEN P. BRAY,

Joined the Marine Society Nov. 27, 1873.

Died Nov. 17, 1897, aged 54 years, 6 months.

Treasurer Nov. 28, 1895 until his death.

Capt. Stephen P. Bray began his sea life as boy in ship Volant, Nov. 9, 1860. December, 1862, in ship Winona as second mate to Callao and Havre, May, 1864, to 1868, ship Pocahontas. To East Indies home via Mauritius, Boston. 1868 to 1869 ship Naples chief mate, To Java and back to Boston Nov. 1869, ship Mindora, as chief mate to 1873, when he took command of same ship till 1877, trading in this ship to the eastern ports. Ship Panay, new, Sept. 1877, as master, nine full voyages. The tenth voyage the ship was stranded on the Island of Simara, Philippine group, and was condemned and sold. These ten voyages were to the Eastern seas, China, Japan, and sugar and hemp ports of the Philippines. General cargoes outward, largely kerosene oil on owner's account.

On retiring from sea 1890, he established himself in the coal business in Newburyport, which business is now, 1906, carried on by his widow and her son.

CAPT. FRED A. KEZAR,

Joined the Marine Society Nov. 27, 1873.

[NARRATIVE WRITTEN BY HIMSELF.]

I commenced my sea life Dec. 13, 1856, on board ship Crown Point of Newburyport, Capt. Henry Cook, sailing first to New Orleans as boy. Then in ships T. B. Wales, Fear Not, Merrimack and Castillian, as able seaman, sailing several times to Liverpool, once to Melbourne, Australia, Manila, Batavia, New York and London.

September, 1861, I sailed as second officer of the full rigged brig Keying, Capt. Ladd of Newburyport, from London to Newport, Wales, thence to St. Thomas, D. W. I., to Aux Cayes, St. Domingo to Falmouth, Eng., Elsinore and Cronstadt. I then came to Liverpool and sailed in the ship John H. Elliott for New York. I then joined the bark Venice, as chief officer, Capt. Henry Leman. We sailed from New London to Philadelphia, thence to London, Eng., and Newport, Wales. When the vessel was loaded I was taken sick and was taken ashore, where I remained 18 weeks. I then came to New York as second officer of ship Eliza McLaughlin, and joined bark Lenington as chief officer, and sailed for Montevideo, Buenos Ayres, and New York. I then joined the bark Good Return in Boston, Capt. George Balch of Newburyport, and sailed for Philadelphia and London, where she was sold. I then joined the ship Benj. Bangs, of Boston, Capt. James Norcross, and sailed for Akyab and Bremen. I then went by steamer to London and Quebec and Boston. Then to Bermuda, Hundreds and joined the ship St. Louis, as chief officer, Capt. Otis Ballard. The ship belonged to Samuel Stevens, who also owned the Venice and Good Return.

We loaded at different places on the James river, the first cargo of tobacco shipped after the war. We made a very quick passage, 17 days to Liverpool. After discharging our cargo we stripped the ship of all her hemp rigging and fitted a full gang of wire rigging on our own deck.

We then loaded a cargo of coal for Calcutta. I then left the St. Louis and came home in the steamship City of Baltimore, and joined the ship Kearsarge, belonging to Samuel Stevens. Loaded and sailed for Melbourne, Australia. We arrived safe, discharged our cargo, took on board 105 horses and sailed for Calcutta. We



CAPT. FRED A. KEZER.

arrived safe, discharged our horses, (the whole number, 105, which was never known before). Went into dry dock, stripped, caulked and coppered. Then loaded a cargo of gunny cloth for New Orleans. The bark *Oriental*, belonging to Mr. Stevens, was here loading for Boston, and as Capt. Bartlett Pike, her master, health was very poor, I came home in her to assist him. We arrived safe in Boston, May 4, 1867, and after remaining at home a short time sailed first officer of ship *Elcano*, Capt. Albert Cheever, of Newburyport. We sailed from New York June 25th, for Liverpool, with a general cargo. After discharging we put the ship into dry dock, stripped, caulked and coppered. We then loaded a cargo of salt and sailed for Calcutta, arriving Jan. 3, 1868. Discharged our cargo and loaded a cargo of linseed, jute, hides and gunnies. We had a very bad crew, only one American among them. May 3rd our Malay cook run amuck in the night, stabbing the second officer on deck, and left him for dead, then came into my room while I was asleep, stabbed me three times, killed the steward, then stabbed Capt. Cheever twice. I then secured him in irons. Six days after I put into Port Louis, Mauritius, for medical advice, and while there Nicholas Pike of Newburyport, our American consul, tried the Malay and found him guilty of murder, and gave me orders to keep him confined as he then was, and if alive on the arrival of the ship at London, to deliver him to the American consul, to be sent to the United States for a final trial. The doctors said Capt. Cheever could not live. We sailed again and after a hard time off the Cape of Good Hope arrived at St. Helena. Doctors from the flagship *Hartford* came on board and examined Capt. Cheever, and they said we were doing all we could for him; that he could not live long, that the best thing for me to give him was cod liver oil and brandy. We sailed again. The Malay died and was buried at sea. Our American sailor, Charles Tillinghast, of Providence, also died, and was buried at sea. At last, Sept. 8th we arrived in London. I was fairly used up, having been the only officer on duty for four months. We took Capt. Cheever on shore. Capt. Lawrence W. Brown came on and took charge.

After discharging we took out all of our lower masts, put in new ones, put on a new suit of wire rigging, and sailed for Cardiff, Wales. My wife went with me. When the ship was all loaded with coals for Hong Kong, I left the ship, went to Liverpool and sailed first officer of ship *Southern Eagle*, for Boston, arriving June 14th, 1869.

After remaining at home until November, Capt. Cheever having partially recovered, he bought a part of the ship *Calumet*, and I went his chief officer. We loaded in Boston, a general cargo for Valparaiso, thence to Callao, Guanapee Islands for guano, then to Callao, Hampton Roads and Baltimore, thence to Liverpool and Boston. June 14th, 1871 we sailed for St. Johns, N. B., loaded a cargo of deals for King Roads, Bristol Channel, for orders. July 8, 1871 Capt. Cheever gave up command to me and I sailed and arrived safe in King Roads and was ordered to Sharpness Point. After discharging went to Cardiff, Singapore, Calcutta, Mauritius, Batavia, Passaroung, Java and Boston, arriving Jan. 19th, 1873. After discharging we loaded a cargo for Calcutta and Capt. Cheever wishing to make another voyage, I remained at home.

August 1st I went overland to San Francisco and awaited the arrival of the bark *Vesuvius*, owned by T. J. Southard & Son, of Richmond, Me. October 25th she arrived and I took charge, discharged, chartered and loaded her and sailed Dec. 18th for Liverpool. After a fine passage we arrived safe, discharged and loaded a cargo of salt for Calcutta, April 30, 1874, my wife and two sons joining me. A fine passage out, arriving safe, discharged and loaded a general cargo for Boston. Sailing Oct. 5th, we had a fearful cyclone in the Bay of Bengal and of five vessels leaving Sand Heads together the *Vesuvius* was the only one to arrive at her destination. We arrived in Boston, Feb. 22, 1875, discharged, stripped, caulked, coppered, put in two new lower masts, chartered and loaded her and gave up command and went to Richmond, Me., to superintend building a new ship for Messrs. T. J. Southard & Son.

May 17th we launched and christened the ship *Charles Dennis* 1710 tons register. We rigged and fitted her out, and June 17th towed her to St. Johns, N. B., loaded 666 standard of deals and sailed July 12th for Liverpool, Cardiff, Callao and Lobos De Tierra, loading 2311 tons of guano, and sailing Aug. 30 for Antwerp, Belgium. We arrived after losing an anchor and 90 fathom chain in the Downs. Discharged, took in ballast, and sailed March 8, 1877, for Baltimore. Off the coast we took the captain, officers and crew from barkentine *Annie H. Elliot*, just as she was sinking, and landed them in Baltimore.

We loaded a cargo of coals and sailed May 4, 1877 for San Francisco. Arrived there safe, discharged, and loaded a full cargo

of wheat for Liverpool, arriving there safe. After discharging went into dry dock, stripped, caulked, coppered, then ballasted and sailed for New York, where we arrived June 26, 1878. I then left the Charles Dennis and bought a master's interest in the bark Lizzie H. of Newburyport. We sailed from New York, Sept. 1, 1879, with a cargo of wheat for Bordeaux, France. Arrived safe, discharged, took in ballast, and sailed for New York, arriving safe, Nov. 24th. I then sold my part of Lizzie H. to Capt. George P. Spaulding and bought Capt. Brook's interest in ship Exporter. December 1, 1879 chartered and loaded her with case oil, sheetings, shirtings and shooks. Took my two daughters and sailed Jan. 4, 1880 for Zanzibar, E. C. A., Bombay and Rotterdam. Lost my second officer and two men overboard. Thence to Cardiff, Bombay and Havre, New York. Thence to Calcutta, my cousin fell from aloft and was killed, and New York. Then to Bombay, Calcutta, New York. Then to Calcutta and New York. Then to Rangoon, Calcutta and New York. Then to Batavia, Sourabaya, Calcutta and New York.

I then remained at home from Nov. 8, 1887, until April, 1890, Capt. John T. Howard making two voyages to Calcutta and return. April 26, 1890, I sailed for Sydney, Australia, my son Charles going with me. We arrived safe, but were held up by a strike. After a while we discharged, towed to New Castle, then were held up again, losing five months in all. In December we loaded for Honolulu, and when ready to sail were run into by a large steamer losing our bowsprit and all attached. This meant another delay.

At last we sailed, arriving safe at Honolulu, discharged cargo, took in ballast and sailed March 31, 1891, for Port Townsend, arriving safe April 19th, chartered and towed to Vancouver, B. C., to load a cargo of lumber for Melbourne. When loaded we sailed June 7th. Everything went well until the night of August 20th, when my son Charlie was killed and washed overboard, with everything moveable. We also lost our bowsprit and all attached, the ironwork giving away. We were obliged to go to Sydney for repairs. After repairing we sailed and arrived safe in Melbourne, discharged, chartered and loaded one of the largest cargoes of wool ever carried to Boston, where we arrived safe, April, 1892. Discharged, went into dry dock, stripped, caulked, coppered, and loaded half a cargo of lumber, then towed to Portland, Me., where we finished loading. Total cargo 1,040,000 feet. We sailed the

last of June for Buenos Ayres. After discharging our cargo we laid up for a while hoping to get a cargo home, but none offered, so we sailed for New York in ballast. Arriving safe after a very hard passage.

As business was very dull we laid the ship up for a while and tried very hard to sell her. April 1, 1893, as we could not sell, I chartered with Messrs. Arkell & Co., general cargo for Melbourne, Australia. After loading we sailed April 26th and after a fine passage of 93 days, we arrived safe in Melbourne. After discharging, business was very dull, every bank but one was in trouble, hundreds of ships were laid up, so I towed the Exporter out into the bay until there was a chance. After waiting nearly three months, I laid the ship on the berth for London. We astonished everybody. Tallow, hides and wool came forward, and in 20 days we had a full cargo engaged. When loaded we sailed Dec. 18th, and after a very fine passage arrived safe in London, April 19, 1894. After discharging cargo, no business offered, so I paid everybody off, put a ship keeper aboard and offered her for sale. People came from all parts of the continent to look at her and made offers for her. At last I accepted a Norwegian's offer, and sold the good ship for the small sum of £1600. When she was built in Newburyport she cost \$96,000. When sold the Exporter was the last full rigged ship owned in Newburyport.

CAPT. HENRY T. LUNT,

Joined the Marine Society Nov. 27, 1873.

Died Oct. 30, 1881, aged 46 years, 11 months.

Capt. Lunt commanded schooners W. I. Eddie, Kossuth, brigs Fanny, Lizzie H. Kimball, barks Paloma, Powhattan and Neshutan.

CAPT. CHARLES H. COLBY,

Joined the Marine Society Nov. 26, 1874.

Superintendent of rooms 1905.

Capt. Colby sailed in the following list of vessels: Ship, North Atlantic, O. R.; bark A. W. Stevens, A. B.; bark Roena, second officer; bark Helen Mar, second officer; ship Nightingale, chief officer; ship Grace Darling, chief officer; bark Celestia, chief offi-



CAPT. CHARLES H. COLBY.

cer; ship Castine, chief officer; bark Floris, chief officer; bark Heroine, chief officer; bark Edwin, master; ship Prima Donna, chief officer; bark H. G. Johnson, chief officer; bark Obed Baxter, master, ship Agenon, master.

CAPT. JAMES H. STANLEY,

Joined the Marine Society Nov. 26, 1874.

Lost at sea, Nov. 29, 1894, aged 51 years, 3 months.

Capt. Stanley commanded ships Winono, Big Bonanza, from which ship he was washed overboard and lost, Nov. 29, 1894.

CAPT. RICHARD NEWELL,

Joined the Marine Society Nov. 26, 1874.

[NARRATIVE WRITTEN BY HIMSELF.]

Capt. Newell was born in West Newbury, Mass., April 17, 1839, attended town schools till 1854, entered Putnam Free School 1854, graduated 1856. Shipped on ship Merrimack, Capt. Isaac Bray, in June, 1856, sailed from Boston for St. Johns N. B., in ballast, loaded there for Liverpool, England, thence for Calcutta, with railroad material. Met heavy weather in Bay of Biscay, sprung aleak and put back to Plymouth, England, where we discharged cargo and went into dry dock, refitted and sailed again for Calcutta on Feb. 22, 1857. Arrived at Calcutta after a 120 days passage without special incident. Found India in a state of great excitement on account of the mutiny. After 5 months' delay we sailed for Boston, where we arrived in February, 1858.

Sailed from Boston for Melbourne, Australia, in March, under Capt. Charles Thurston, shipping as third mate. Sailed in ballast from Melbourne to Manila, thence to Batavia, where we finished loading and sailed for New York. Loaded for Liverpool, shipped as second officer. Arrived at Liverpool after a good passage and chartered for Calcutta. From Calcutta returned to London, when I was promoted to first officer. Resigned position and came home, passenger on the Allan Line steamship Anglo Saxon, to Quebec, Canada.

After being at home some months shipped in ship Albert Edward, Capt. T. Mackinney, as first officer, but resigned before

she went to sea. Next shipped in the ship North Atlantic as second officer, with Capt. George Grover. Went to Melbourne, thence to Calcutta, and loaded for Boston. When off Cape Good Hope bound home, we lost rudder and were 59 days drifting about before we made Port Natal, when we secured a new rudder and proceeded towards home, arriving in Boston, in December, 1862, barely escaping capture by the confederate cruisers.

Next shipped in the new bark Albert Stevens, first officer with Capt. J. B. Brown. Sailed from Boston in June 1863, for Cape Town and Sydney, where we just escaped capture by the confederate Shenandoah. Remained on the Australian coast in the coal trade until 1865, when we loaded with wool for London, thence to Boston.

Next I entered the P. M. steamship service as second officer, joining the steamship Costa Rica, then fitting out for China, to carry United States mails between Yokohama and Shanghai. Transferred to steamship New York in same line as first officer. Thence to command of S. S. Herman. Thence transferred to S. S. New York. Applied for leave of absence, which was granted, and I came home for a few months. Returned and ordered to S. S. Golden Age on the Shanghai line, as first officer, next transferred to command S. S. Ariel, where I remained until December, 1873, when I resigned and returned home, and ended my sea service, since which time I have made my home in West Newbury, on the old home farm.

CAPT. FRANK W. BROWN,

Joined the Marine Society Nov. 30, 1876.

Died July 6, 1894, aged 45 years, 11 months.

Capt. Brown was born in Newburyport, Aug. 4, 1848, and made his first voyage to sea in 1864, when 16 years of age, in ship Winged Hunter, Capt. Hinkley, to San Francisco and other ports and returned to Boston after an absence of 19 months. He then sailed with Capt. Joseph Janvrin in the ship Lawrence Brown, absent 12 months. Capt. George Pierce then took the ship and young Brown went in her to Australia and other ports, next voyage with Capt. Titcomb in ship Mt. Washington, next as mate of the ship America, 2100 tons, Capt. Chatfield, then in command



CAPT. OLIVER O. JONES.

of bark Eva H. Fisk, visiting many ports. In 1878 went to Liverpool and took command of ship Eldorado and was absent 23 months. In 1880 Capt. Brown being out of health, remained at home for two years. In 1882 he took command of the bark James McCarthy, C. P. Knapp of Portland, owner, then laying in Philadelphia. On the passage from Philadelphia to Boston the bark sprung aleak and unable to keep her free, they abandoned her and the crew were taken off by a foreign vessel bound to a foreign port. In one-half hour after they had left the bark, she sunk. After several weeks they were transferred to a homeward bound vessel, who landed them in New York. Capt. Brown having lost everything when he abandoned the bark, and being out of health, he retired from the sea.

CAPT. OLIVER O. JONES,

Joined the Marine Society Nov. 29, 1877.

Treasurer Nov. 25, 1897.

Capt. Jones began his sea life 1849, in brig James Caskie of Newburyport, his father in command, sailing from Boston with a cargo of house frames, lumber, coal and bricks, was 190 days on the passage. Touched at the Island of Juan Fernandez for water and fresh vegetables one day and one night only. Arriving at San Francisco found a dull market, as great crowds of people arriving went for the mines, the only goal in those early days. The brig was laid up and cargo peddled out, as space was made took in storage, all sorts of merchandise, and continued as a "store ship" till all cargo was disposed of at remunerative rate. Early in 1853 fitted out for Chincha Islands. Guano charters then just coming to the front, the route to Callao then was not so well understood as later. We were 139 days getting there, beating down in shore, instead of going way out into the Pacific, through and across the trade winds. Arrived at the islands safe and laid our chartered time, 90 days. The trick of "buying time" of the island officials was not in vogue at so early a date. Arrived at Norfolk, Va., 136 days from Callao, being obliged to go back to Callao from island to get final clearance. In 1855 with many other Newburyport boys joined the new ship George West, Capt. Robert Couch, fitting out in Newburyport for New Orleans. Were a long time waiting at New Orleans for cargo. Cotton speculation amongst

ship masters was very active. We boys who remained on the ship had hard times rolling (in cotton and out of ship's hold) after working hours. Finally we chartered full cargo for Liverpool, shipped our drunken crew and went to sea. Arrived safe at Liverpool, then loaded part cargo of railroad iron and passengers for Philadelphia. This ending of a hard voyage and poor food caused me to "Kill the sailor" in 1856. But after being at home a while, in 1857 I joined the new ship *Blandina* Dudley, Capt. Horace Atwood, E. S. Moseley owner. Several Newburyport boys were with me in ship, all of whom became masters and were members of the Marine Society. We loaded ice and apples in Boston for Calcutta. The crews worked discharging the cargo in Calcutta, so we had ice and apples galore while there, apples being worth 25 cents apiece. Took a full East India cargo on board for Boston, where we arrived safe, 125 days on voyage home. Off Cape Good Hope in a heavy westerly gale, at relief of midnight watch, I was washed overboard by a heavy sea that filled the ship's decks, and was finally hauled on board by coils of rope thrown over my head, the successful coil was thrown by Colby who soon after became Capt. I. N. Colby; 1858 joined ship *Tamerlain*, Capt. Holmes, at Wiscasset, Me., for Savannah, in ballast and hay. Left ship there and came to Portsmouth in barque *John Howe*, in mid-winter same year.

Early in 1859 joined the new ship just launched in Newburyport, Josiah L. Hale, Capt. Edward Graves, as seaman, voyage New York, St. Johns, deals to Liverpool, thence with coal and passengers (Frazier river boom) to San Francisco, where I was promoted to third officer. Sailed from there to Honolulu, Hong Kong, Manila and New York, promoted to second officer, sailed again, St. Johns, Liverpool, Calcutta, to Mauritas, with cargo, 25,000 bags rice and doll Chinese account. While at Mauritas rode out a cyclone next day after arrival. Sent down all spars to bare lower masts and reinforced ground tackle all we could do, the barometer being our sure guide. The gale lasted 24 hours, then suddenly abated. A landsman cannot conceive the fury and power of the winds of a cyclone, lifting the waters of the harbors in great blocks, and blowing the waters for miles away. After the storm a calm and fine weather, yet for all this, we landed all the above cargo. Took in our ballast, rerigged our ship, and were on our way back to Calcutta on the 21st day. The C. H. Lunt, an

American ship, was beside us under same kind of charter. Rivalry was out motto. We both had Lascar crews. We arrived at moorings in Calcutta. ballast out, ready for cargo three days before the Charles H. Lunt. Arrived at Sangor, having been only three months absent from Calcutta with a cash freight in gold \$25,000, then we loaded for New York, regular East India selections, at lap rates, 1861. Again in same ship, second mate, to Liverpool, San Francisco, Chinha Islands, Queenstown and Leith, with guano, 1862, where I left the Josiah L. Hale, having passed many happy hours, but with many hard day's work and very scanty food supplies. Early in 1863 went to Bremenhaven and joined as mate the Charles H. Lunt, Capt. F. Moore. Went to London for a market, but ship was sold and I was adrift. Went to Liverpool and took passage in Newburyport ship Merrimack, Capt. George L. Woods, ready to sail for Boston.

As soon as we got out of the channel the ship began to leak so badly that Capt. Woods had consultation with officers and crew, deciding to put into Fayal, Western Islands. There we landed the cargo, housed the passengers, some 200, on shore, and "hove the ship down," caulked her all over, loaded cargo again and brought the old copper home in ship, arriving in Boston, winter of 1863, very severe cold, ice and snow.

While we were in Fayal the confederate privateer Shenandoah came in, coaled and bought supplies. There were three other American vessels (whalers) in port at the time, and the officers and crew of the privateer being on shore threatened to burn us all and would hover round outside till we came out, but we escaped. My opinion of the entire crew from captain down was anything but favorable, great for spirits, and they all were loaded during their stay of some five or six days. They put to sea once for 24 hours, then came back again. The island is a delightful summer resort, climate fine and the European residents very kind. The Messrs. Dabney's American consul and merchants did all in their power to make our enforced stay pleasant, and the passengers had about the nicest and easiest time of their life.

In 1864 I joined the brig Fannie, Capt. Henry Lunt, as mate, coasting trade, made several trips to the coal ports and New Orleans, but found out I was not built to be a coaster, too hard work and long hours. In early 1865 I joined as mate English barque Waitemata, then building in Newburyport, Capt. James

Cook. I was working in the Pritchard rigging gang at the time, and is the only time in my sea life when I was earning two salaries, \$60 per month gold, as mate, and \$2 per day in rigging gang. This gang was one of the institutions of Newburyport, who rigged all the vessels that were built here from the launching of ship to the final departure to some port, every detail was intrusted to their care and at times they furnished the men to take the ship round to Boston or New York for loading. The business was handed down in the family from grandfather to son and grandson till shipbuilding received its final blow by the civil war. Nearly all of our Newburyport ship masters, in early days have worked in their gang while at home between voyages.

The Waitemata loaded in Boston, general cargo, for London. During my stay in London of many months, I passed the English board of trade and obtained a certificate enabling me to go as chief officer in any English ship and to any part of the world. I saw all kinds of life while there from the highest royal family to the lowest, also got a great deal of real experience, which in later life was very useful, but sight seeing had to end. My funds were very low, so in 1865 joined the English ship *Morning Glory*, as chief officer, Capt. R. Gilkey, owned by Messrs. George Croshaw & Co., bankers, loading in London dock for Australia. From there we went in ballast to Valparaiso seeking Chinch Islands guano, to Falmouth, Hamburg and Birkenhead, where in 1866 I left the ship. Then another long stay in London, during which time I passed the board of trade, and obtained a master's certificate, sail and steam, fitting me to command any English ship or steamer to any part of the world. In those days it was a great feat for an American seaman, with no money and but little influence to pass such an ordeal. During my study days at Westminster Hall, London, I saw and noted the many scions of England's "upper crust" striving for certificates from third mates to masters, and I do not wonder American ship masters stand on the top for all that adds honor and ability to the calling. All I saw, some hundreds of them, of all ages, were far from being trustworthy or capable. In my class of 64 only three of us received the "G. G.," go and get it! Yet titles were tacked on many of the men and money galore.

Sight seeing, rambles, making of friends used up most of my time till the money problem again crept up against me and I was forced to seek employment. In 1867 I joined as chief officer the

English ship *Agra*, Capt. Richard Evans, loading for New York, general cargo of railroad iron, rags and chemicals. On passage down the English channel we were run into by English bark *Elizabeth Jenkins* right off Isle of Wight, dark stormy night. She came into us head on and cut us down to the water's edge. We managed to get into harbor at Isle of Wight and were patched up and towed back to London. The other barque sank and only five or six of her crew were saved on our decks. We lay in dry dock several months repairing. The law suit in Admiralty Court lasted over two years, finally our owners were successful. Mr. G. L. Bray was in London at the time in a Newburyport ship near us, so we had many pleasant hours and outings together as mates and "tourists." Finally we arrived in New York in 1868. I sailed again in same ship, Oswald Miller master, London, Cardiff, Yokohama, Hioya, Hong Kong, Manila to New York. Going to Japan we took the untried route "Eastern Passage," and were 195 days to Yokohama. Again in *Agra* to Melbourne, Batavia, Samarang, Somerbaya, Batavia, Nieu Dippe, Amsterdam, Falmouth to New York, where I left the ship in the latter part of 1870.

In 1871 I joined as mate the American ship *Elizabeth Cushing*, Capt. I. N. Colby, and remained in her in same capacity till late in 1876, during which time we visited nearly every port on the globe. I passed the happiest hours of my sea life in the "dear old ship" as such we held her in our hearts. I received many kindnesses and favors and had many pleasant outings in foreign ports. I shall long remember my outing at the port of Mollendo, the seaport of Arequipa, where we carried coal and rails for the new railroad then building in South America. I rode on the engine up to Arequipa some sixty miles and some 2000 feet above the coast line and spent the day and night there, the quaint old Spanish city, with its churches, squares and funny people was a new phase of life for me and such beautiful scenery, too. Then the coming down the hill, so novel and to me so risky. I think few mates had more good times than Capt. Colby gave me. The ship also was a home for us all, but he also was a strict disciplinarian and business was always before pleasure. Up to the city one day with him in London we went on board the *Ellen Munroe*, 1500 tons new American ship, to call on the captain. Spent half hour there and when we left her I was master of this fine vessel. Loaded for San Francisco,

where we arrived, 125 days passage. Loaded at Oakland with wheat for Falmouth and Dublin. On passage to Europe we touched at Pitcairn Island, to land some stores and other goods for the islands, gifts from Californians to these most worthy people. Had a very pleasant day with them. They came off in large whaleboats before the ship was near the island. We found the boats filled with intelligent looking men under orders of the governor, whose only distinguishing article of dress was a pair of American shoes on his feet. They furnished us with all kinds of fruit and fowl in abundance, and the oranges were the finest I ever saw.

The islanders have no police, jails, courts or judges, all difficulties being adjusted on the "Golden Rule" plan, and very few cases ever arise where law is administered. Governor chosen each year. Their town is very clean and houses comfortable, a model quiet community. A number of the people have been to west coast of America and San Francisco. Trading vessels come to them once a year from west coast for their produce and furnish them with lumber, boats and our 19th century needfuls. They are perfectly satisfied with their lot, very religious and fairly good looking, a great improvement on all sides from the "Bounty Mutineers" years and years ago. Nearly all are married. They in the boats followed the ship as we left till dark, and their island home was but a speck when we bid them good bye. I left the ship at Dublin and came to New York in steamer City of Berlin.

In 1878 took command of ship Sarah Hignett, George H. Warren & Co., owners, New York to Calcutta and back. New York to San Francisco, where I bought a cargo of grain on owner's account, making on delivery at Liverpool, a freight of L5 4d a ton. On passage towards Cape Horn, made another call at Pitcairn Island, a few hours only, and delivered them stores and goods. A nice interview I had with former friends, they were prospering finely. English nobility had sent them out a fine fully equipped boat, very large and a new American organ had just been sent to their church. Rounding Cape Horn I carried away my rudder, so we improvised one on board and came to Liverpool with it. Off the Western Islands had some terrific westerly gales, which sadly tried my patent rudder. We came into Queenstown all safe, where I took steam tow to Liverpool, with channel pilot.

In 1879 repaired rudder and took cargo of salt to Calcutta



CAPT. JOHN F. PIKE.

and general India cargo back to New York, where ship was sold. In 1880 went to Liverpool and took command of ship *Big Bonanza*, went to Hull, Eng., loaded railroad iron for San Francisco. Loaded at Benecia wheat for Liverpool direct, 1881, loaded salt in Binkenhead for Calcutta, back to New York, general cargo, where I left the ship, latter port, 1882; 1883, bought with Kilby Page the ship *Samar*, made several East India voyages and to Java Islands, and in 1885 left sea life.

Took up the stevedore business on Lewis wharf, Boston, H. W. Peabody & Co., line for Australia, for three years. Sold out in 1889 and gave up ships for good and all. Was member of common council 1890-1891.

CAPT. JOSEPH J. TAYLOR,

Joined the Marine Society Nov. 29, 1877.

Disfranchised August 29, 1878.

CAPT. JOHN F. PIKE,

Joined the Marine Society Nov. 29, 1877.

Died at Worcester, Sept. 15, 1904, aged 59 years, 5 months.

[HISTORY WRITTEN BY HIS WIDOW.]

John Fellows, son of Susannah (Fellows) and Capt. Moses Pike, was born on Ring's Island, Salisbury, Mass. The family moved to Newburyport, Mass., in 1852, and he attended the public schools of Newburyport.

To the boy in whose veins flowed the blood of generations of seafaring ancestors, and who doubtless inherited from them an imaginative and adventurous spirit, a sailor's life was the only attractive calling.

He made his first voyage to California, around Cape Horn, when about 16 years of age, with Capt. Samuel W. Pike, in the ship *Favorita*, shipping as "boy." On this voyage the captain was stricken with paralysis and many unusual duties devolved upon the boy, who became nurse and companion to the captain.

He later served as third, second and first officer with his father, Capt. Moses Pike, in the ship *Saint Albans*, and afterwards as first officer with his father in the ship *Archer*. In 1876 he com-

manded the ship *Majestic*, owned by Thayer & Lincoln of Boston, on a voyage from Liverpool to Calcutta. In 1878 he sailed as master of the ship *Hamilton* to Australia. April, 1879, he commanded the barque *John Shepard*, owned by Shepard & Norwell of Boston, sailing from New York to Saigon Bangkok and Singapore.

When in Calcutta at one time he contracted dysentery from which he suffered several years, remaining ashore for long periods on account of ill health.

Like most mariners, Capt. Pike witnessed strange scenes on land and sea and passed through many experiences. While an officer with Capt. Moses Pike he assisted under the captain's order in the rescue of the crew of the *Ramsgate* life boat adrift and disabled in the English channel. This rescue was accomplished with great difficulty under most trying circumstances. His adventures which he often reviewed, included the subjection of mutinous crews, the perils of hurricanes and cyclones in port and on the deep, and in the year 1880 the successful navigating of his ship, disabled by a broken rudder from the Cape of Good Hope to her pier in New York.

While in command of the *Majestic* he encountered in the Bay of Bengal a terrific hurricane, recorded as one of the most severe of tropical storms, in which the loss of life and shipping was appalling. While at anchor in Calcutta he passed through the awful experience of the cyclone of 1876, described by the *Encyclopedia Britanica* as a storm of terrific violence, the wind attaining a velocity which destroyed the anemeters.

As a man Capt. Pike was of sterling character and genial nature, winning many friends, to whom he was always loyal. He was of a poetic temperament and delighted in the songs of the sea. He had an intense love for the ocean and all that pertained to it, and during his twenty or more years' residence inland, lost not a bit of his passion for the sea.

His dignified and courtly bearing together with his benevolent countenance, as his friends described it, led him often to be mistaken for a clergyman. The reverent salutation of street urchins, the apologetic confidence of a drunken sailor, mistaking him for a "Holy Joe," the officious deference of an usher who invited him to a seat on the platform, the chiding voice of one lawless sinner to another for unbecoming conduct in the presence of

the "Parson," were experiences he keenly relished and often related for the amusement of his friends.

At the time of his death, which occurred at his home in Worcester, Mass., Sept. 15th, 1904, many tributes were paid both in public and in private, to his kindness of heart, his loyal friendship, and his integrity.

CAPT. MOSES PIKE, JR.,

Joined the Marine Society Nov. 29, 1877.

Died Dec. 18, 1882, aged 35 years.

Capt. Pike commanded ships Detroit, Archer, Favorite, and St. Albans.

CAPT. JOHN R. HOWARD,

Joined the Marine Society Nov. 29, 1877.

Died at Deer Isle, Me., July 1, 1904, aged 60 years, 2 months.

Capt. Howard's sea faring life commenced as a seaman in schooners Mary Clark Lola Montez, Angelia, Edward Lee, Catalina, Hannah Grant, and Grand Island; mate, schooners Huntress, Halo, Pilot's Bride, Commerce, Arctic and Aurora; master schooners Catalina, Eastern Light, Martha T. Pike, George W. Brown, S. C. Noyes, Cecil, Ocean Bird, Roxanna; mate, barkentine Portland and Oregonia, ships Saphire, War Hawk, James Cheston, John Currier; master, bark Skaget, Daniel Hadley, Midas, Will W. Chase, Olden Besse, Farris S Thompson, steamers Tocantines, Torpajos, General Padillo, General Bartlett, Caranado, Katie and Humbolt.

Capt. Howard visited the ports in North and South America, West Indies, East Indies, Alaska, Europe, Siberia, Japan, China and Sandwich Islands. The latter part of his life he lost the full use of his eyes and retired to the old homestead at Deer Isle, Me.

CAPT. JOHN HUBBARD,

Joined the Marine Society Nov. 28, 1878.

Drowned at Brunswick, Ga., May 25, 1879, aged 42.

Capt. Hubbard was master of ships Mercury and Sonora. In going ashore in Brunswick from the Roads his boat was capsized and he was drowned. His body was recovered and brought to

Newburyport, and his funeral services were held in the Old Town church. His remains were laid away in the Old Town Cemetery, the Marine Society attending his funeral.

CAPT. ROBERT BAYLEY, JR.,

Joined the Marine Society Nov. 27, 1879.

Died at Malden, May 12, 1901, aged 51 years.

Capt. Bayley commanded ship *Victoria*, which was lost off Cape Horn and ship *Montana*, which was burnt off the Islands of St. Paul, with a cargo of ice for Calcutta.

CAPT. CHARLES W. BROWN,

Joined the Marine Society Nov. 25, 1880.

Capt. Brown commenced his sea life in the barque *Agate* in 1875, took command of her in 1879 and remained master of her until 1885, when he retired from the sea and engaged in the manufacture of glass and now occupies the office of vice president of the Pittsburg Plate Glass Co., of Pittsburg, President of the Michigan Chemical Co., Bay City, Michigan, and secretary Columbia Chemical Co., Barberton, Ohio.

CAPT. FRANK A. JANVRIN,

Joined the Marine Society Nov. 25, 1880.

Died Nov. 5, 1904, aged 70 years, 2 months, 19 days.

Capt. Janvrin was born in Newburyport, August, 1834. He descended from a family who had passed most of their life upon the sea and at the early age of 12 he commenced his sea life and was considered one of the smartest fishermen from the port of Newburyport. In 1857 he went as master in schooner *Elcano*, and was master of the following schooners, *Hannah Grant*, *Fannie*, *Susan West*, *Ella Johnson*, *Lottie E. Cook*, *G. W. Brown*, *Mary Ellen*, *Harp*, *Edmund Burke*, *Ellen*, *Crownpoint*, *Hiawatha*, *Commerce*, *Theresa*, *Brigantine*, and *Norah*. He retired from the sea, being out of health in 1885. For 26 years he sailed as master in the employ of D. & I. Hale, Isaac H. Boardman, and Edward Burrell, merchants of Newburyport.



CAPT. JOHN T. HOWARD.

CAPT. JOHN T. HOWARD,

Joined the Marine Society Nov. 26, 1885.

[NARRATIVE WRITTEN BY HIMSELF.]

I commenced my sea life in the summer of 1861, on board of the pilot boats America and Sea Ranger.

1862, shipped as cook on board the schooner Mary Clark, Capt. Thomas Howard, coasting.

1863, 1864, went coasting in the schooners Hannah Grant, Capt. George Howard of Newburyport; Hiawatha, Capt. George Dinsey of Newburyport; Mary Ella, of York, Capt. Tapley; brig Daniel Boon, of Portland, Capt. Tucker; and the schooner Edward Lameyer of Newburyport, Capt. William Bayley.

In the year 1865 I sailed in the ship Tennyson, Capt. Alexander Graves, we went to Bangor and from there to Liverpool, Eng. In Liverpool Capt. Edward Graves took command. From Liverpool we sailed for Calcutta, Bombay, Point DeGall, Penang, Singapore, Hong Kong and from there we went to San Francisco, with 565 Chinese passengers. From San Francisco we went to Liverpool, from there to Calcutta and back again to Liverpool. Left the Tennyson in Liverpool and came home in the Allan Line steamer Hibernian.

In January, 1868, shipped on board of the new ship Anahnac, Capt. Jackson, for San Francisco, in San Francisco, Capt. Jackson left and Capt. Pennell took command; we went to Liverpool and back to Boston. There we loaded for San Francisco, this time Capt. Cook, I was second mate. From San Francisco, we went to Liverpool; Capt. Cook was taken sick in Liverpool and left. Capt. Spaulding took command and I was made mate. We went to Calcutta, and back to Boston. In Boston we loaded for Bombay with ice, from there to Penang, Singapore, Hong Kong and down to Manila and loaded for New York.

We loaded in New York for San Francisco again and went to Liverpool, Capt. Spaulding left, and Capt. Matthews took command. From Liverpool, we sailed for Boston. That was the last of 1873.

Early in 1874, sailed as mate of the ship Fearless, from New York to China, Japan and down to Ilollo, and back to New York, Capt. Andrew Smith in command.

From 1875 to 1880, was mate of the ship *Winona*, Capt. George Bray, from Boston to St. John, N. B., then to Liverpool. From there we made several voyages to the East Indies and China, and back to ports in Europe and the United States.

1880, I took command of the brig *John C. Noyes*, was in her two years, from Boston to several ports in South America, South Africa and the West Indies, back to the United States.

1883, I took command of the bark *Lizzie H.*, continued until 1889, went several voyages to Calcutta, Madras, Singapore, Zanzibar and to the Island of Madagascar.

In the year 1889, 1890 was master of the ship *Exporter*, in the Calcutta trade.

1890 to 1893, was master of the bark *Benjamin F. Hunt*. Went from Boston to San Francisco overland to join her. From San Francisco we went to Melbourne, Australia, then back to Boston with wool. From Boston to New York. From New York to Hong Kong, thence to Calais, Peru, back across the Pacific to Manila and loaded for Boston.

CAPT. HENRY MARSHALL,

Joined the Marine Society Nov. 28, 1889.

Lost at sea, 1890.

Capt. Marshall was lost on his first voyage as master. Ship and crew were never heard from after leaving New York. Capt. Marshall was the last ship master to join the Marine Society.

MUSEUM.

Previous to 1851, the time when the Marine Society purchased the building which they now own, and occupy, the society had no home, or place in which to care for any papers or gifts, which might be donated to them, meeting, as they did, in a room, hired for the simple purpose of holding their meetings.

In 1851 a room was fitted up for the purpose of a museum, and gifts from various sources, most of which have been brought from foreign lands by the members, and gifts from friends have been received, until at the present time, the room is packed full of curiosities and ancient articles, among which may be found the following:

By Hon. H. W. Kinsman:

65 sheets of charts of U. S. coast survey.

By Hon. James H. Duncan:

1 volume, reports on coast survey; 1 volume, reports on light houses; 1 volume, map, showing progress in coast survey.

By Mr. Merrill:

1 old Arithmetic, 1654.

By Capt. Giles P. Stone:

1 map of Merrimac river copied from the original.

By James Adams, Esq., consul at Singapore:

Pair of argus eyed Pheasants.

By Capt. Isaac A. Bray:

Model of Chinese junks; model of Malay passe boat; bill of Tonchon; specimen of Gutta Percha; Antelope horns.

By Capt. R. H. Pearson:

12 varieties of Coral, India seas; 60 figures, illustrating walks and costumes of Bengalese; 2 heathen Gods or idols, taken

by the British army at Rangoon; bottle containing Sucker fish; bottle containing Centipedes; bottle containing large specimen of *Terredo*, or ship worm.

By Capt. Isaac A. Bray:

I saw of Saw fish.

By Capt. Benjamin Pierce:

Sword of Sword fish, and jaws of Porpoise.

By Lewis Johnson:

Fancy battle axe, from South Sea Islands.

By Capt. Thomas Pritchard:

Lot of coins; specimens of copper ore; fancy specimens of French pottery.

By Capt. Micajah Lunt:

Specimen of Tappa, or Sandwich Island cloth; Indian spear; Indian paddle.

By Capt. Oliver O. Jones:

Bottle of ammonia as found in Guano; specimen of California Cinnabar; specimen of California ore.

By Capt. George Coffin:

Specimen of scarfs, made by natives in Pacific ocean.

By M. D. Randall:

Specimen of Oriental slippers.

By Capt. N. S. Osgood:

Case containing 100 varieties of shells.

By Capt. William Graves:

Case containing 90 shells.

By Rufus Wills:

Buffalo horns.

By Capt. James Cook:

Blossom of sugar cane.

By N. S. Osgood:

Specimens of native fish hooks from Pacific ocean.

- By J. J. Johnson:
Native sword from Columbia river.
- By Capt. N. S. Osgood:
Indian paddle.
- By George Noyes:
Specimen of gold bearing quartz from Sonora, taken from
a mine 80 feet below the surface.
- By Capt. Shoof:
1 short sword from Mediterranean; fish head; South side of
St. Domingo.
- By Capt. Henry Cook:
Hindoo Gods.
- By Capt. Henry Cook.
Cane made from Betel Nut.
- By Capt. John Simpson:
Walrus teeth.
- By Capt. George Lunt:
Specimen of eggs found in Guiana.
- By James Adams:
Chinese war junk.
- By Philip Johnson:
Shot and shell; revolutionary relics.
- By Capt. C. B. Stevens:
Pair of African sandals.
- By Capt. Isaac Bray:
Basket bird's nest; East India Oriole nest; umbrella, sandals.
- By W. H. Ladd:
Saw fish from Gulf of Mexico.
- By Capt. C. B. Stevens:
Sandals from Africa.
- By Capt. Oliver O. Jones:
Specimens of red Hematite; nucasions oxide of iron.

By Capt. John Simpson:

2 Walrus teeth.

By Capt. George Lunt:

Hubble bubble; Pelican's bill and pouch.

By Capt. Micajah Lunt Jr.:

Penguin's skin.

By W. H. Osgood:

Rattle snake's skin taken at Baton Rouge.

By Capt. C. B. Stevens:

1 Pair Horns.

By Capt. Pritchard:

2 Coral vases; edible bird's nest; stones from Elephanta Cave, Bombay; copper ore from Japan; copper ore from Borneo.

By Capt. John Simpson:

Elephant's teeth; Porpoise jaw; stem of kelp, 55 feet long.

By Capt. Pritchard:

Specimen Barnacle, from coast of Chilla; specimen nutmegs and pepper.

By Capt. Simpson:

Pair of Whale's ear bones.

By William Cushing:

War club, South Sea Islands; 2 Skin dresses, N. W. coast Russian possessions; 1 Petticoat of the Chinook Indians, Columbia river; Hammock from Guayaquil; Gourd from Sandwich Islands.

By Capt. Joseph Hoyt:

32 sea shells; 4 pieces of roots of trees grown in China; 2 specimens of Coral, red and white; 1 specimen of vegetable tallow from trees in China; 1 spontoon; 2 cases, specimens of insects; 1 Scorpion and 1 Centipede from the jungle of India.

By Capt. George Lunt:

3 prints of bridges in England and Wales; 1 cane, made of

white whale bone; 1 picture, home of Washington; 1 picture, tomb of Washington; 1 picture of 200 captains in the Chincha Islands, 1864; 2 Chinese palm leaf fans; 2 pair Chinese shoes; sundry Chinese coins; 1 Japanese compass.

By Howard P. Currier:

2 Landscape views.

By Peter Walch:

2 oil paintings, view of Mt. Vesuvius, night and day; 1 ship wreck.

By Charles F. Horton:

6 views of Calcutta; 1 geneological tree of British poets; 1 large pitcher, 1804; 18 picture plates of North American Indian warriors; 1 picture Mt. Washington; 1 picture Harvesting; 1 picture of the dream of Arcadia; 1 carved figure of female, formerly over the door of George Ficke's house, corner of Market and Washington streets; 1 model of Indian birch bark canoe; 1 Confederate bond, \$100; 1 \$10 bill; 1 \$5 bill; 1 \$2 bill; 1 English Coast Pilot, 1854; 1 picture of the ocean regatta, from New York to England; 1 agricultural thermometer; 1 pair of bellows; 1 pair of old pocket pistols.

By Hon. George W. Jackman:

1 picture of the Double Ender.

By Rufus Wills:

1 oil painting of frigate Constitution; 1 oil painting of frigate Washington.

By Benjamin C. Currier:

1 picture of Lord Timothy Dexter's house.

By Micajah Lunt:

7 models of Ships built in Newburyport and Haverhill; 1 picture of Ship Inez, off Havre; 1 picture of Ship Castilian, off Liverpool.

By Capt. Oliver O. Jones:

1 coral Sponge; 1 specimen gold ore from the Peak of Pico; 1 book of Japanese pictures.

By Capt. James Cook:

1 Tea Caddy, 80 years old; 1 cocoanut from Porto Rico.

By Richard Fowler:

1 specimen of Chinese steelyards; 1 small ship, made and rigged by Capt. E. J. Colby, in 1835.

By Capt. Samuel B. Pike:

3 pair Chinese shoes; 1 fancy Chinese box.

By George L. Bray:

1 specimen of black jack from Australia; 1 walrus tusk; 1 whale's tooth.

By Capt. George L. Rogers:

3 Australian spears; 3 Australian bows and arrows; 1 Australian paddle; 1 Australian war club; 1 Australian boomerang.

By Capt. Stephen P. Bray:

2 Malay spears; 2 Malay poisoned cresses or daggers; 1 picture of Malay comic actors; 1 picture of Malay dancing girl; 1 Box fish; 1 Porcupine fish; 1 Mindano sword, 2 stingaree tails, from Philippine Islands.

By Capt. George Pierce:

1 Chinese opium pipe and lamp; 1 specimen of first Atlantic cable; 1 Indian stone chisel; 1 machine for making pipe lighters.

By Capt. William Reed:

1 specimen of Locust.

By Oliver Townsend:

2 specimens of marble; 1 humming bird's nest; 1 specimen of Sea Shell.

By John N. Pike, Esq.:

1 oil painting of Brutus; 2 views of the principal buildings in Calcutta; 1 map of Calcutta; 1 map of Madras; 1 Madras surf boat.

By Capt. Nicholas Varina:

4 models of Ships built in Newburyport.

By Edward S. Moseley :

2 models of Ships built in Newburyport.

By Capt. E. E. Hale :

1 specimen of Barnacle, taken from the bottom of the ship Guiding Star ; 1 Siamese umbrella ; sundry pictures of Madras.

By William Davis :

1 model of English man-of-war, built about 1669 ; 1 sounding buoy of olden times.

By Curtis French :

1 stuffed Weasel.

By John Hansen of Bradford :

1 spotted Lizard, found on the camp ground at Georgetown, 1861.

By Capt. Elliott :

2 Queen Conch Shells.

By Capt. John Thompson :

1 large specimen of Brain Coral from Bermuda ; 2 anchors and chains, whittled out of a piece of pine wood, and sundry wooden brackets and pictures ; 2 endless chains, cut from a solid piece of pine wood ; specimens of serpentine stone from Devil's Den.

By Capt. Jerry Lunt :

1 Alligator car ; 1 piece stone of the first house in America ; 1 Porpoise jaw bone.

By Nathaniel Hills :

1 hand bill, first notice of peace between England and United States, 1815.

By Capt. Edward Graves :

1 pair Bull's horns ; 1 Toad fish ; 2 saws of the Saw fish ; 1 Crocodile's head and jaws from river Ganges.

By Dr. H. G. Leslie :

1 piece of wood taken from the U. S. frigate Constitution.

Capt. S. W. Pike:

2 pictures of the Chincha Islands; 1 Chinese painting of the ship Marmaluke; 1 picture of the ship New Era.

By Capt. Frank Tilton:

1 specimen of lava and sulphur from a volcano in Sandwich Islands; 2 Walrus teeth, weighing 10 pounds each; 1 saw fish and 1 Saw fish sword; 1 Garfish head; 1 war club from the N. W. coast; 1 bird spear from the N. W. coast.

By Capt. George L. Woods:

1 head and tusks of a Walrus; 2 Sandwich Island spears; 1 Sandwich Island sword; 1 Japanese broom; 3 pieces of lava from the Sandwich Islands; 1 Sandwich Island boat hook; 2 slabs of whale bone; 1 curious bone, from the Walrus; 1 Japanese pillow; 1 Ocean Island war weapon; 1 Albatross head; 1 ocean Island fish hook; 2 sea feathers from Sandwich Islands; 2 pieces coral, white and red, from Sandwich Islands; 1 Chinese compass; tail feathers from the Tropic bird, better known among sailors as the boatswain.

By Mr. Dudley Hall:

1 Australian war instrument; 1 Boomerang; 2 old Masonic aprons.

By Mr. Alfred Lord:

1 old continental sword buckle; 1 old map of London; 1 bronze eagle.

By Capt. Thomas Mackinney:

1 saw of the Saw fish from the Red Sea; 1 Ostrich egg; 1 native Australian cap, made from the fibres of the cocoanut tree; 1 saw of the Saw fish, 4 feet, 6 inches long, from the Red Sea; 1 piece of the first bomb shell fired into Fort Sumter, 1861; 1 piece of red granite from the great monument of St. Petersburg, Russia, which is 80 feet high, 10 feet in diameter, round and polished, standing on a pedestal 14 feet square.

By Capt. David Le Crow:

Sundry pieces of silver ornaments taken in the Abyssinian war presumed to be the house trappings of the King of Abyssinia.

By Capt. Fred Moore:

1 old nautical instrument for taking altitudes.

By Capt. Robert Bayley:

1 large pearl Cockle shell, highly polished by himself.

By Miss Elizabeth Shaw:

1 large native snake.

By Mrs. Isanna Dodge of Beverly:

1 bone of horse's neck, painted to represent Benjamin Butler, dressed up as a priest; 3 specimens of Indian stone tools, adze, hatchet and gouge.

By David Tucker, Gloucester:

1 sword of Sword fish; 1 joint of a Sea Serpent's back bone.

By Charles L. Kidder:

1 Porpoise jaw bone; 1 bill of the Albatros; 1 foot of the Altbarrass; 1 Box fish from Japan.

By Thomas Lewis:

1 pair Chinese slippers; 1 whalebone cane.

By Enoch Haskell:

1 cork wood cane.

By Hayden Brown:

1 pair native ox horns.

By Capt. Charles Stephens:

1 pair African sandals; 1 pair of horns of the Gnu or horned horse; 1 hunting pouch; 1 model of Ship Red Jacket in glass case; the Lord's prayer in Arabic.

By Hon. William Cushing:

2 dresses made from the entrails of the Walrus, N. W. coast; 1 dress of a Chinook Indian woman, Columbia river; 1 hammock from Juaquil; 1 gourd from Sandwich Islands.

By Mrs. Elizabeth Bray:

2 pieces of African cloth, made by natives of Sierro Leon; fine specimens of Coral.

By Mrs. Cyrus Wakefield, Jr.:

1 bird of Paradise.

By Charles Knapp:

1 ostrich egg, from Cape Town, Cape Good Hope.

By Hiram P. Macintosh:

1 picture, photograph ship Tennyson; 1 picture, photograph of the battle between the Kearsarge and Alabama; 1 picture, photograph Schooner Eustice.

By Capt. Moses Mulliken:

2 stuffed Albatross; 1 Davis quadrant used by Capt. Jonathan Parsons; 1 English Coast Pilot of 1776; 1 Seaman's Assistant of 1768.

By Capt. Isaac N. Colby:

1 whalebone cane.

By Capt. Albert Cheever:

2 orioles nests from the East Indies; 1 picture of the Bluff, west end of Plum Island; 1 ground cocoanut from the Nicobar Islands, Bay of Bengal.

By William P. Creasey:

2 Indian war clubs; 1 Indian bow and arrow; 3 fish hooks, one line, 2 Indian fans; 1 neck ornament; 1 string wampum; 1 Australian cap; 1 piece of platted line, 7 1-2 fathoms long, made by Indians; 1 Indian mat, worn by women.

By Luther Carter:

1 piece of the back bone of a Cow fish.

By Dr. Lloyd W. Hixon:

Specimens of copper ore.

By Waterman Reed:

Indian arrow heads; relics of stone and pottery; 4 pieces of ancient coin.

By Capt. Giles P. Stone:

Sumner's Method of Finding Altitudes at Sea.

- By Capt. George Upton of Salem:
1 copy of the by-laws of the Marine Society of Salem.
- By George Hill, Esq.:
1 volume of Lectures on St. Paul's Epistle, 1630.
- By David Noyes:
1 lot of files, melted together in the great fire, Boston, 1872.
- By Anthony Davenport:
Bayonet found on the Heights of Abraham, used in Gen. Wolf's time.
- By Washington Adams:
Sign of second house of entertainment at Newbury, Old Town, kept by Jonathan Poor, in 1776, house built in 1664.
- By Mrs. Susan Whitney:
60 photographs of the principal officers of the U. S. army and navy.
- By Jacob I. Danforth:
Key of the first prison or jail established in Newburyport;
6 pound cannon ball, found 3 feet under ground, when he dug the cellar of his present house, supposed to be a relic of the Revolution; 1 copy of the Boston News Letter of 1704.
- By Alfred Osgood:
Specimens of minerals from the Devil's Den; an Indian spear head; specimens of lead ore, from Newbury mines.
- By Miss Florence L. Johnson:
A piece of the melted bell of a church burnt in Farmington, N. H. in 1875.
- By Melvin Pillsbury:
1 piece Coral; 1 Indian stone axe.
- By Capt. George M. Graves:
1 pair polished Bullock's Horns from Africa; 1 war club from Africa.
- By Henry Stover:
1 old fashioned Chinese mug.

- By Oliver Townsend:
2 dozen native bird's eggs.
- By Charles H. Pearl:
18 native bird's eggs.
- By Edward H. Little:
1 rusty hatchet, picked up on Plumb Island beach, supposed to have come from the brig Pocahontas, lost in 1839.
- By George Curtis:
Model of the Newburyport Chain bridge, made in 1827, by Humphrey Curtis.
- By J. J. Currier:
Historical sketch of ship building on the Merrimac river, written by himself.
- By George Curtis:
1 Massanger snake and 1 Blue Racer snake, from Ohio.
- By W. H. Johnson:
Pad used by Jacob Perkins, in the printing of bank bills.
- By Mrs. Butman:
1 glass ship in glass case.
- By Capt. Lawrence W. Brown:
Framed picture of ship Mary L. Cushing.
- By John W. Sargent:
Framed picture of the flags of all nations.
- By Lawrence B. Cushing:
2 charts of the City of London as it appeared 200 years ago;
1 old compass.
- By Capt. W. H. Lunt:
Piece of Coral and Beach Nut.
- By the Misses Getchell:
2 charts of St. George's channel; 1 port warden's certificate of 1803; 1 Protection paper of 1796.

- By Capt. J. F. Tilton:
1 Porcupine fish.
- By United States Government:
8 volumes of the life saving service.
- By Capt. Emerton:
1 copy Newburyport Herald, 1806.
- By Henry Currier:
1 powder horn, 100 years old.
- By Mrs. Charles E. Bayley:
1 stuffed bird, in glass case.
- By E. P. Goodwin:
1 picture of a boat.
- By Capt. J. F. Tilton:
1 log book of 1804; 1 log book of U. S. Ship Warren, kept in 1800.
- By Capt. S. P. Bray:
Epitome, printed in 1794; book of signals.
- By Mrs. Williams:
1 oil painting of Capt. John C. Hoyt.
- By Capt. C. E. Coker:
American Coast Pilot, printed in 1800.
- By John L. Tobin:
Oil painting of steamship President, lost in 1841.
- By Capt. L. W. Brown:
3 Calcutta newspapers of 1857.
- By Alfred Lord:
Cannon ball, dug from the ground in the rear of Lord Brothers' store, in 1874, probably a Revolutionary relic.
- By Mrs. John Winder:
Framed picture of the interior of the Old South church, as it appeared April 19, 1896, the occasion being a sermon preached by Dr. H. C. Hovey, to the Marine Society.

AN ANCIENT FIRE COMPANY.

MARINE FIRE SOCIETY FLOURISHED IN REVOLUTIONARY TIMES.

SHIPMATES WHO ORGANIZED FOR MUTUAL PROTECTION AND CARRIED BUCKETS AND BAGS.

It is not known to people of the present day that one of Newburyport's fire companies dates back to the revolutionary period, a time when the inhabitants of the town were filled with independence and war was brewing.

In December, 1775, the Marine Fire Society of Newburyport was organized, and none were identified with it but the master mariners of the old Marine Society, whose history reaches back to 1772—130 odd years ago.

We are not going to maintain that this was the original fire company of Newburyport, there may have been some organized fire-fighters before that, but of the one we refer to very little has been heard and its existence is well nigh forgotten, and may after all be the original fire company of Newburyport.

The company was composed of masters of the Newburyport vessels and the ledger account with each member which the writer has examined with rare interest, shows that in every instance the member was a "captain." From the fly leaf the reader may learn that the ancient book is a record of the "Transactions of the Marine Fire Society of Newburyport" and on the first page appears a "copy of an instrument signed by sundry members of the Marine Society of Newburyport to form themselves into a fire society by the name of Marine Fire Society." Then the projectors set forth that "we agree to keep ourselves equipped with buckets and bags and all other necessary utensils for the purpose of assisting our dwellings, etc., and releasing the family or families distressed by

fire; belonging to this society first, and agree to follow such directions as shall be appointed by members of the society and that no person be a member of this Marine Fire Society unless he be a member of the Marine Society of Newburyport."

Signed:

David Coats,	William Friend,
Joseph Noyes,	Thomas Jones,
William Coombs,	Henry Friend,
William Noyes,	Moses Hale,
William P. Johnson,	Edward Wigglesworth,
Michael Hodge	Jeremiah Pearson,
Samuel Newhall,	Thomas Thomas,
Eleazer Johnson, Jr.,	William Stickney,
Joshua Hills,	Nathaniel Nowell.

Capt. Edward Wigglesworth, Samuel Newhall and Michael Hodge were appointed to report by-laws and Capt. William Coombs and Capt. Moses Hale were afterward added to the committee.

The laws adopted by the society, which went into operation in December, 1775, had for a preamble, the following: We the subscribers for the more speedy and effectual assistance of each other in securing our substance when in danger of fire do form ourselves into a society under the nomination of the Marine Society, and agree to the following articles, viz:

The first article relates to the name and provides that each shall be a member of the Marine Society. Then "secondly" it is provided that "each of us will also keep in good order, hanging up in some convenient place in our respective dwellings, two leather buckets, in which shall be two bags, each bag measuring one yard and half in length, and three-quarters of a yard in breadth, being hemmed at the mouths and having strong string to draw them close; the buckets and bags shall be marked with the first letter of the owner's Christian name and with his surname at length, under a penalty of three shillings for each deficiency.

At short notice of the fire we will immediately repair with our buckets and bags to the dwelling house, warehouse, shop or vessel of any member of the society which we apprehend most in

danger, and use our best endeavor, by his direction, and secure all his goods and effects and properly dispose ourselves to prevent embezzlement and will see them returned to him again after the fire is over, under penalty of what the society may think to determine.

The fourth article provides for constant attendance at the meetings "if in town, and not sick or lame," under a penalty of one shilling and four pence for not being present at each meeting and six pence for not being punctual.

The fifth article provides for a moderator and clerk and it was made a part of the clerk's duty to "visit the dwellings and stores of each member at least every quarter and observe whether his buckitts and bags are in good order or not, and make report of the same."

Then again the members were required to become acquainted with each other's dwelling, stores and "passages thereunto," the clerk, it was required, shall take with him on each visitation one quarter of the society and each member neglecting to attend on a reasonable summons by the clerk, was required to pay a fine of two shillings.

The neglect to notify the clerk of a removal from one dwelling, store or shop to another, meant a fine of one shilling.

The organization became in character a semi-secret society, for it was provided as follows: "We will have a watch word whereby to know each other which shall continue until the society shall see cause to change it, and every member shall whisper the same to the moderator upon his first entrance at every meeting, and to any other member when challenged under the penalty of eight pence, and if he divulge it to any other person not a member he shall be fined six shillings."

Each member was required to report the loss of his bucket or bag at a fire to the clerk, and was also expected to keep a printed copy of these articles by him ("for which he shall pay") containing names of members, their dwellings and stores and produce them at every quarterly meeting. And every member violating these articles or refusing to pay the penalties or absent from four successive meetings, (being in town) ceased to be

members and could only be readmitted by the unanimous consent of the society.

Affixed to these articles appear the signatures of the members:

M. Brown,
Jonathan Parsons,
Peter Le Breton,
William Farris,
Benjamin Rogers,
Benjamin O'Brien,
William Armstrong,
Henry Lunt,
Thomas Jones,
William Stickney,
Henry Friend,
David Coats,
Joseph Noyes,
William Coombs,
William Friend,
Joseph Newman,
Samuel Newhall,
Nicholas Johnson,
Benjamin Wyatt,
Sewell Toppan,
Abraham Wheelwright,
Israel Young,
George Jenkins,
Peter Le Breton, Jr.,
Charles Hodge,
Isaac Stone,
Samuel Chase,
Jacob Stone,
Stephen Holland,
Thomas M. Follansbee,
Nathaniel Fletcher,
Joseph Bragdon,
Joseph Tyler,

David Stickney,
Jere Young,
Robert Follansbee,
Paul Simpson,
John Dole,
Samuel Nichols,
William H. Mitchell,
Michael Hodge,
William Pierce Johnson,
Nathaniel Nowell,
Edward Wigglesworth,
Moses Hale,
Anthony Knapp,
John Coombs,
James Tilestone,
James Nicoll,
George Rapall,
Joseph Rowe,
Philip Aubin,
Ebenezer Stocker,
James Johnston,
John Fletcher,
Isaac Adams,
John N. Cushing,
William Nichols,
William Bartlet, Jr.,
Charles Cook, Jr.,
Richard Picket,
John H. Titcomb,
Dennis Condre,
Amos Noyes,
Nestor Coffin,
Zebulon Titcomb.

The records began May 2, 1776, Capt. David Coats was moderator, and Capt. Edward Wigglesworth, clerk. Then Aug. 1, 1776, Capt. Samuel Newhall became clerk.

The record, for the first years were mainly regarding the inspection of buckets and bags, and the election of officers. In 1778 the moderator began to be called the president and then it appeared that the record of the meetings was begun to be kept in another book. Ledger accounts appear in the other end of the same book.

While these names appear as subscribing to the "articles" there are others who joined whose names appear in the ledger account. The book shows that the members paid their fines, if not cheerfully, they certainly did loyally.

Capt. Jonathan Parsons was fined a dozen times for not having bags as required, costing him three shillings each time. Strange to say, from August, 1777, to May, 1784, Capt. Jonathan failed to get his bags with "puckering strings" and how much longer we cannot tell for the record closed.

Nearly every member appears to have been fined for one thing or another. Capt. Joshua Hills never provided himself with bags. Capt. Ebenezer Johnson was caught on inspection with but one bag in his bucket and another time he didn't have the password. Capt. John O'Brien paid numerous fines for non-attendance.

Many of them did not have their by-laws at the meetings and probably inwardly railed at the wretched memories they had. Some were late at arriving at meetings, probably stopping for a bit of gossip on the way to the place of meeting. Capt. Anthony Knapp failed to notify the clerk of his removal.

Nicholas Johnson served as clerk in 1796, Abraham Wheelwright in 1798. It is noted that "Pounds, shillings and pence" was dropped in the book and the accounts begun in dollars and cents in 1798. This must have caused unlimited trouble in the mental arithmetic of the ancient accountants in "figuring out" the equivalent of one to the other.

The book is full of old Newburyport names, an interesting journal to the descendants of these old worthy ship masters. Some of the entries in the book are up to 1829 and new names constantly occur—but all were captains.

It is indeed to be regretted that the record shows none of the valiant and heroic deeds of the ancient fire-fighters, but it must be presumed they did brave things, especially as the company was in existence when the great fire of 1811 occurred. Forming as it does, part of the history of the old Marine society, the ancient volume is a valuable record of the past.

CUSTOM RECEIPTS.

REPORTS MADE BY LOCAL SURVEYOR 100 YEARS AGO— MOLASSES AND SUGAR IMPORTANT ITEMS OF IM- PORTATION—SOME OF THE PECULIARITIES OF THE TRADE THEN CARRIED ON.

The record of the Custom House Surveyor, Michael Hodge, for this port in 1790-92, gives some idea of the commerce of Newburyport in those days—days when this town was one of importance in foreign importations. At that time Stephen Cross, Thomas Cross, William Titcomb, Michael Little and Nicholas Hodge and William Stickney were custom inspectors.

Many of the vessels, according to the ancient record we have at hand, were from Guadaloupe with molasses, sugar and coffee, Madeira with wines, Cape Breton with mackerel, England with merchandise and salmon, Turk Island and Cape Francois with salt, molasses, coffee, cocoa and tobacco, from Bilboa with silk handkerchiefs and silk goods, from St. John's with grindstones, from Rotterdam with liquors and gunpowder; vessels arrived from Liverpool, Vigo and Cadiz, Spain, Port au Prince, Dunkirk, Gibraltar, etc.

The importation of molasses and sugar from Guadaloupe principally was an important trade, but most everything of foreign production came to this port.

The journal of arrivals as kept by the port surveyor showed the date of arrival, name of vessel and master, where from and number of day's passage, her cargo, name of inspector assigned to the vessel, date of entry at custom house and date of discharge of cargo.

Trading vessels did not always meet with good fortune, for schooner Hancock brought home from Newfoundland one barrel of tar, 6000 bricks, 8000 shingles and two desks for want of a market. Sometimes "a little out of the ordinary" would occur, which would call for some bit of comment on the part of the sur-

veyor to be written. The ship William came in Oct. 30, 1790, from Petersbrough and Boston; William Titcomb went on board as inspector. Thomas Thistle was found on board as inspector, being ordered on board by the inspector of Boston, and to tarry and to account of her cargo until she was discharged, and to make his report to said collector of Boston, he saying he was not accountable to any officer in this district," says the record. To this the surveyor adds, "Very extraordinary, I think."

Next day the shallop Betsy, Joseph Aubin, master, arrived from Gaberaris Island, Cape Breton, after six weeks' passage. She had on board household furniture, dried fish and oil, which were designed for the use of himself and his family, having come here with the intention of becoming a citizen of the United States. His shallop of 30 tons was hauled up until a representation could be made to the secretary or Congress regarding his intentions.

July 6, 1781, the record shows that the schooner Polly, Capt. Ezra Towne, B. Maly, formerly master, had 10 hogsheads of molasses less than the entry at the custom house. The report is that "it does not appear to be a fraud, but a mistake, the captain being killed on the way home."

August 22 and 23 ship William and brig Three Friends came in from Amsterdam with 299 cases of gin, boxes of glass, quantity of steel, and a lot of looking glasses; thus the ladies could admire themselves in the looking glasses, and the men get a taste of "Schnapps" that would make their eyes sparkle no doubt.

The surveyor said, in reference to the cargo of the ship Eliza, there being three hogsheads of molasses short and the salt falling very much short, is as (in my opinion) to give suspicion of some indiscreet practices made use of in discharging this cargo.

Whether this was an ancient case of "graft" or not, does not appear to be written.

It was, however, not unusual to have the cargoes fall short, but as a general thing the claim of error was accepted and so recorded.

The record of which we have made reference is from Aug. 12, 1790, to Dec. 29, 1792, and is now the property of the Marine Society.

MISCELLANY.

WRECK OF THE POCAHONTAS.

[FROM THE HISTORY OF NEWBURYPORT BY J. J. CURRIER.]

Dec. 15th, 1839, most destructive gale E. S. E., ever occurred on our coast, all along New England coast; it was terrific, 40 vessels in Gloucester alone, lost.

Monday, Dec. 23, 1839. Soon after daylight, Capt. Brown of the Hotel discovered the wreck of a vessel, dismantled, on a reef which lies about 150 yards from the beach and nearly one-half a mile east of the hotel. From the papers, trunks and fragments of the vessel, strewed on the beach, she was known to be the brig Pocahontas, Capt. James G. Cook, which sailed from Cadiz the latter part of October for this port. When first discovered only three men were seen, one lashed to the taffrail, nearly or quite naked, and apparently dead, and two clinging to the bowsprit. In a short time, and before the intelligence had reached town, the weather being so thick that no signals from the island could be seen, only one man and he clinging to the bowsprit, remained. The tremendous sea running, rendered it impossible to get any assistance to the only survivor of this ill-fated crew, who maintained his position for several hours (having lost it once and regained it) in sight of many people on the beach, who had no power to relieve him, until he was swept into the surf the second time and was seen no more. The place where the brig struck is the most dangerous spot on the island, as between it and the shore is a wide space of water deep enough to float the largest vessels. Had she been a quarter of a mile either side she would have run on a dry and smooth beach.

It appears that she must have anchored in the course of the night, and being too near the shore for good holding ground, dragged from her anchors and went stern on to the reef, where she thumped until her stern was stove in, and the fearful breach

which the sea made, continued to tear her in pieces, until nothing but the skeleton of what was once a noble vessel, remained.

When she came into the bay, and whether those on board knew her position during the gale, whether the majority of them were swept off together, or one by one, being overpowered by the intensity of the cold and violence of the sea,—will never be known—as not one of the 12 or 13 souls on board is left to tell the sad tale. It is heart-rending, indeed, that the toil worn mariner, after beating about on a stormy coast for many days, should be wrecked and perish within sight of the smoke ascending from his own hearth.

The Pocahontas sailed from Cadiz in September, was run into by a Spanish ship and compelled to put back, discharge and repair. She sailed again in the latter part of October. As most, if not all, of the original crew left her during this time, and no list of the crew is found among the papers which have come on shore, the names only of the captain, James G. Cook, and chief mate, Albert Cook, son of Mr. Elias Cook of this town, are known. She had at least nine hands before the mast. She was 271 tons burthen, built in 1830, was owned by Capt. John N. Cushing, and the vessel was insured in Boston. The cargo was not insured.

The disasters by this gale were tremendous from all our coast as far north as the Penobscot to south of New York.

FRENCH WAR.

Previous to Sept. 2, 1794, the following named vessels, commanded by members of the Marine Society, were captured and a large amount of valuable property confiscated :

Ship Russell,	Capt. Jonathan Young.
Brig Betsey,	Capt. John Wiley.
Brig Margaret,	Capt. Jonathan Dalton.
Brig Stark,	Capt. John Holland.
Schooner Fox,	Capt. Thomas Adams.
Schooner Flora,	Capt. Thomas Follansbee.
Schooner Hope,	Capt. Daniel Farley.

PILOTAGE.

In 1789 Newburyport was made a port of entry. Newburyport was made a district to which was annexed Salisbury, Amesbury and Haverhill, as ports of delivery.

In 1790, an act was passed by the General Court regulating pilotage for Newburyport, under the following provisions, that no person should take any vessel in or out of the Merrimac river, drawing nine or more feet of water, (except coasters and fishermen), without obtaining a commission or branch as a pilot, the branch or commission was to be granted by the Governor and Council, only on the applicant producing a certificate of capacity, signed by the clerk of the Marine Society of Newburyport, in behalf of a majority of its members.

The pilot was obliged to deposit with the treasurer of the commonwealth, £100 as security that he would give up his branch when required to do so by the Governor, upon the representation by the Marine Society, that he had become disqualified. The pilots were confined to prescribed limits, outside of which no ship master was obliged to take a pilot. The limits were from Newbury bar to Jebacca, from Jebacca to Halibut point, from Halibut point to the Isle of Shoals, from the Isle of Shoals to Rye beach.

This caused a great deal of trouble, ship masters having their favorite pilots would lay outside the limits until their favorite pilot came along, and the Marine Society had a law passed obliging any ship or vessel requiring the services of a pilot, to receive the first person offering his services, and holding a branch for the port to which the vessel was bound. This law was passed in 1847.

TO THE GOLD FIELDS.

List of passengers, residence Newburyport, brig Ark, Nov. 1, 1849, to California, Capt. Charles Marsh, furnished by John W. Sargent:

George Brown,
Richard Caldwell,
William N. Ellsworth,
William E. Ellsworth,
William J. Griffin,
Joseph Hunt,
C. B. Ingraham,
John Marsh,
William Marsh.

N. D. Plummer,
Paul Plummer,
Daniel H. Smith,
William W. Stickney,
James H. Small,
Richard Lambert,
Albert Patten,
Henry Patten,

MILL PRISON.

[FROM HISTORY OF NEWBURYPORT—CURRIER.]

Mill Prison was a massive stone building, in the centre of an extensive court. The court was surrounded by a high wall, and 20 feet beyond there was another wall parallel to the first, completely surrounding it.

The only apertures in these walls were a gate in each, the inner one being formed with massive iron bars, eight feet high.

The outer gate during the day usually was left open, so as to allow free communication between the keepers and their dwellings, which were placed just outside the outer wall. Between 8 o'clock in the morning and sunset the prisoners were allowed the privilege of the inner court, but at night they were securely locked in the prison house. Many sentinels were stationed among the prisoners in the inner court, and in the prison itself, besides the regular patrols in the two encircling walls and at the gates.

THE SHIP MERRIMACK.

[THROUGH THE KINDNESS OF MISS EDITH WILLS.]

The following letter to the President of the United States, explains the views of the patriotic citizens of Newburyport:

Newburyport, June 1, 1798.

Sir:—A number of the inhabitants of this town have agreed to build and equip a ship of three hundred and fifty-five tons burthen, to be mounted with twenty 6-pound cannon, and to offer her to the government of the United States for their use, requiring no other compensation than 6 per cent on the net cost of ship and equipments, and a final reimbursement at the convenience of the government of net cost.

This offer was signed by nine merchants, among whom we find the names of Capt. William Coombs, Capt. Moses Brown, Capt. William P. Johnson, Capt. Nicholas Johnson, Capt. William Faris, Capt. Ebenezer Stocker, all members of the Marine Society.

The offer was accepted, the ship was built in seventy-five working days. The keel was laid on July 9, and she was launched on Oct. 12, 1798. She was named the Merrimack, was immediately fitted out and sent to sea under command of Capt. Moses Brown. Her cost was \$46,170, and at the end of five years she was sold in Boston for \$21,154, her name changed to Monticello. She was soon after wrecked and lost on Cape Cod.

CONTRACT TO BUILD THE SHIP MERRIMACK.

This agreement made and concluded upon at Newburyport, in the County of Essex, and Commonwealth of Massachusetts, this thirteenth day of June, 1798, between William Cross, shipwright, and Thomas Clark, merchant, on the one part, and William Bartlet, William Coombs, Nicholas Johnson, Ebenezer Stocker and Abraham Wheelwright, merchants, on the other part. Witnesseth,

That the said William Cross and Thomas Clark doth agree to build and finish in a workmanlike manner, the hull of a ship, of the following dimensions, viz: Ninety-two feet keel, thirty feet beam and fifteen feet hold to the Gun Deck, the scantling to be white oak above the navel timbers, and to be of the size directed by William Hackett, the superintendent; the running plank on the bottom to be three inches thick, and to have thick streaks at the floor heads; to have four wales and two black streaks, with a four-inch streak under the wale; the ceiling and upper works to be two and half inches thick of white oak; the beams and knees to be white oak and sufficiently stanchioned to built a waist, and pierce it for twenty guns, exclusive of the bridle posts; a quarter deck and forecastle to take in the main and foremasts; to lay gang boards to unite them; to fit in with pine or cedar the quarters and ceil up the same; to put a rail round the forecastle; the plank of the gun deck to be three inches thick with a sufficient number of oak streaks for the guns; the quarter deck and forecastle two and half inches, and all free from sap or shakes; to have a grub, and beam, and hollowed water ways; to build a double capstan, windlass and bell bits, gratings, skids, side ladders and boat chawks; to lay on her top deck, the beams of which are to be dovetailed into a sufficiently thick clamp, and on the beams to fay on a thick water way, the whole to be bolted together; to caulk and pay the bottom sides and decks sufficiently; to find the timber for the head and galleries; to butt and bilge bolt, stop worm holes, clear chips, and water, and do and complete everything which a carpenter ought to do for a ship capable of carrying twenty guns, (except building the head and galleries), and deliver her afloat at Newburyport by the last day of September next, free from every expense except what is specified in this agreement, the whole work in matter and manner to be superintended by William Hackett, and to be agreeable to the said William Bartlet, William Coombs, Nicholas Johnson, Ebenezer Stocker, and Abraham Wheelwright.

In consideration whereof, the said William Bartlet, William Coombs, Nicholas Johnson, Ebenezer Stocker and Abraham Wheelwright doth agree to pay, or cause to be paid, to the said William Cross and Thomas M. Clark, twenty-two and one-half dollars per ton for every ton and parts of a ton that the said dimensions of ninety-two feet keel, thirty feet beam, and fifteen feet hold shall measure, carpenter's tonnage, in manner following, viz: One-third part down, one-third part when the ship is shut in under wale, and the remaining third part when the ship is completed and delivered.

Furthermore, the said William Bartlet, William Coombs,, Nicholas Johnson, Ebenezer Stocker and Abraham Wheelwright doth agree to furnish all the iron and iron work, copper and copper work, joiners' work, pitch, tar, oakum and nails, when called for, and to the true performance of which we bind ourselves in the sum of two thousand dollars.

Signed, sealed and delivered in presence of

GREENLEAF CLARK,
RICHARD BARTLET, JR.,
WILLIAM BARTLET,
WILLIAM COOMBS,
NICHOLAS JOHNSON,
EBENEZER STOCKER,
ABRAHAM WHEELWRIGHT.

PRIVATEERING.

During the Revolutionary war privateering was very extensively engaged in by merchants of Newburyport, and the most brave and daring deeds were performed, striking terror to the hearts of the British seamen, by men whose names are recorded upon the roll of the Marine Society, they acting under the act of the Provincial Legislature, "an act for encouraging the fitting out of armed vessls to defend the sea coast of America,, passed November, 1775."

Among the list we find:

Capt. William Russell	of the General Ward,
" John O'Brien	" " Hibernia,
" William Knapp	" " Palos,
" Eleazer Johnson	" " Dalton,
" Moses Brown	" " General Arnold,
" Moses Brown	" " Merrimac,
" Andrew Giddings	" " Civil Usage,
" W. P. Johnson	" " Independence,
" Peter Roberts	" " Ranger,
" Joseph Rowe	" " Washington,
" Israel Young	" " ship Russell,
" Israel Young	" " brig Beaver,
" John Wiley	" " " Betsey,
" Enoch Knapp	" " " Dolphin,
" Jonathan Dalton	" " " Margaret,
" John Holland	" " " Stork,

Capt. Thomas Adams	of the Schr Fox,
" Thomas M. Follansbee	" " " Flora,
" Daniel Farley	" " " Hope,
" William Noyes	" " " Sally,
" Moses Brown	" " " Hannah,
" Moses Brown	" " " Dolphin.

In the War of 1812.

" William Stickney	in the ship Moriarty,
" William Stickney	" " brig Jordan,
" William Stickney	" " " Eos,
" John Wills	" " " Leader,
" Joseph Brown, 3rd	" " ship Washington.

The following members of the Marine Society were captured in the brig Dalton, in June, 1777, commanded by Capt. Eleazer Johnson, viz: Anthony Knapp, John Buntin, Offin Boardman and Henry Lunt.

The first privateer fitted out within the limits of the original thirteen colonies, sailed from Newburyport, in August, 1775, and was owned by Nathaniel Tracy.

Monday, Jan. 15, 1776, the ship Friends, of London, commanded by Capt. Archibie Bowie, was captured just outside Newburyport bar, and brought into the harbor by a crew of seventeen men, in three whale boats, under the charge of Capt. Offin Boardman.

SEA FENCIBLES.

In 1814 a company was formed to guard and protect the coast at Plum Island, at the mouth of the Merrimac river, against the landing of the British, who might destroy the town, should they succeed in landing their troops. The complete roll of this company is now in the library of the Marine Society. Upon the roll we find the following members of the Marine Society:

David Lufkin,	First Lieutenant.
Hector Coffin,	Second Lieutenant.
Charles Hodge,	Third Lieutenant.
William Bartlet, Jr.,	Orderly Sergeant.
Green Johnson,	Third Sergeant.

James Francis,	Corporal.
John H. Titcomb,	Privates.
Thomas Adams,	"
Jonathan Titcomb, Jr.,	"
James Meyer,	"
John T. Ross,	"
Alexander Livingston,	"
John Dole,	"
Charles Cook,	"
Moses Brown, Jr.,	"
William Friend,	"
David Haskell,	"

CONFEDERATE PRIVATEERS.

List of ships commanded by members of the Marine Society, destroyed during the war by Confederate privateers.

Ship Crown Point, built at Newburyport, by John Currier, Jr., 1098 tons register, owned by Isaac H. Boardman, Capt. Henry Cook, Albert Currier, Joseph B. Morss, William H. Brewster, and John Currier, Jr., was captured and burnt May 13, 1863, while on her way from San Francisco to New York, with an assorted cargo, by the privateer Florida, claim filed \$417,912.99.

Ship George Griswold, of New York, commanded by Capt. Richard Pettingell, having as third officer George L. Bray, both of Newburyport, bound from Cardiff to Rio de Janeiro, was captured about 15 miles from Cape Frio by the privateer Georgia, June 8th, 1863. The cargo belonged to neutrals. She was released under a ransom bond for \$100,000.

Ship Sonora of Newburyport, 708 tons, built by John Currier, Jr., and owned in Newburyport by William Cushing, John N. Cushing, Nicholas Johnson, Mary A. Johnson, E. L. B. Wills, William Pritchard and Thomas Pritchard, commanded by Capt. Lawrence W. Brown, with Isaac N. Colby and Bradford Swap of this city as officers, bound from Hong Kong to Akyab, British India, with a cargo of rice, was captured Nov. 26, 1863, in Lat. 3 N. Longitude 103 E. by the Alabama, Capt. Semmes, and burned. Claim filed against the Alabama, award \$94,514.44.

Bark Martaban, flying British colors, name changed from Texan Star, Capt. Samuel B. Pike of Newburyport, master, with a cargo of rice for Singapore, captured and burned by the Alabama near Malacca, Dec. 24, 1863. Capt. Pike, Capt. George L. Rogers and Samuel Stevens of this city part owners. Claim filed \$52,922.25.

Ship Anna F. Schmidt of Maine, bound from Boston to San Francisco, via St. Thomas, (whither she had put in in distress), with an assorted cargo, captured and burned, July 2, 1863, by the Alabama. Capt. Moses J. Muliken of Newburyport, part owner.

[FROM HISTORY OF NEWBURYPORT, BY J. J. CURRIER.]

PRIVATEERS COMMANDED BY MEMBERS OF THE MARINE SOCIETY.

			DATE OF COMMISSION.
Sloop Game Cock,	20 tons,	Captain Peter Roberts,	Dec. 11, 1775
Schooner Washington,	50 "	" Offin Boardman,	Dec. 11, 1775
" Washington,	50 "	" Joseph Row,	Oct. 10, 1776
" Hawke,	80 "	" John Calef,	Nov. 13, 1778
Brigantine Civil Usage,	90 "	" Andrew Giddings,	Sept. 19, 1776
Schooner Independence,	50 "	" Wm. P. Johnson,	Nov. 25, 1777
Brigantine Dalton,	160 "	" Eleazer Johnson,	Oct. 7, 1776
" Pallas,	120 "	" James Johnson,	Nov. 11, 1777
" Wayford,	180 "	" John Fletcher,	Jan. 2, 1778
Ship General Arnold,	250 "	" Moses Brown,	April 16, 1778
Brig Hope,	110 "	" William Friend,	Sept. 16, 1778
" Thorn,	95 "	" John Coombs,	Oct. 22, 1778
" Thorn,	100 "	" William Russell,	Dec. 7, 1779
" Defiance,	150 "	" Jonathan Parsons,	Jan. 4, 1779
" Adventure,	120 "	" John O'Brien,	Jan. 5, 1779
" Virgin,	130 "	" Isaac Green Pearson,	Jan. 28, 1779
Ship Unity,	150 "	" Jeremiah Pearson,	Mar. 19, 1779
Schooner Hibernia,	70 "	" John O'Brien,	May 17, 1779
" Friendship,	60 "	" Edw. Wigglesworth,	June 3, 1779
Ship Vengeance,	350 "	" Thomas Thomas,	June 30, 1779
Brig Jupiter,	100 "	" Peter Roberts,	Nov. 20, 1779
" Charming Nancy,	120 "	" William Farris,	Nov. 23, 1779
" Massachusetts,	130 "	" John Calef,	Nov. 29, 1780
Ship Beaver,	150 "	" William Russell,	Feb. 5, 1781
" Minerva,	220 "	" Moses Brown,	Feb. 24, 1781
Brig Little Porga,	100 "	" Wm. Armstrong,	April 30, 1781
" Mercury,	100 "	" Wm. Farris,	June 26, 1781
Ship William,	200 "	" Joseph Rowe,	June 26, 1781
" Lyon,	250 "	" Wingate Newman,	July 14, 1781
Brigantine Vengeance,	350 "	" Wingate Newman,	Aug. 16, 1778

INDEX.

	PAGE
Alabama, 397, 413, 421, 435,	498
"Arkonaughts,"	492
By-Laws,	305
Amendments, 11, 12, 25, 33, 42, 164, 182, 197, 198, 203, 211, 215, 229, 239,	300
Breaking Rock, 21,	24
Building for Society,	213
Centennial Celebration,	258
Custom Receipts—peculiarities of trade,	488
Charter—Act of Incorporation,	18
Amendments, 133, 165,	243
Dartmouth prison,	324
Decatur, privateer, 370,	379
Elcano, ship, 240, 418,	425
Fire Society, 185, 221, 227, 265,	482
Florida, rebel privateer, 429,	497
French war,	491
Georgia, rebel privateer, 425,	497
Harbor Signals, 36, 37, 39, 105, 107, 162, 173, 216, 242, 265, 273, 278, 283,	295
Huts on Plum Island, 56, 68, 71, 73,	265
Historical Address,	263
Museum, 247, 248, 250,	469
Members and Incidents	313
Mill Prison, 323,	493
Ship Merrimac, 327, 329, 340,	493
Pilotage,	492
Privateering, 498,	495
Sea Fencibles,	496
Shenandoah, rebel privateer,	459
Tennyson, ship,	270

MEMBERS.

Adams, Isaac, 100, 188, 485,	365
Adams, Thomas, 66, 491, 496, 497,	341
Armstrong, William, 29, 31, 485, 498,	332
Aubin, Philip, 29, 54, 284, 485,	333
Avery, George T., 253,	440

	PAGE
Balch, George E., 229, 231,	410
Bagley, John, 69, 74,	341
Bartlet, William, 139, 220, 485, 496,	372
Bayley, Charles E., 230, 283,	410
Bayley, Charles M., 210,	393
Bayley, John T., 239,	401
Bayley, Raphael A., 234, 260, 290,	415
Bayley, Robert, 210, 290,	392
Bayley, Robert, 281, 283,	466
Bayley, William H., 240,	426
Barber, Benjamin,	381
Bernard, John, 10, 30,	323
Boardman, Offin, 69, 323, 360, 496, 498,	355
Boardman, Samuel, 175, 227,	381
Boardman, Thomas H., 271,	449
Boyson, John M.,	402
Bradbury, Ebenezer,	440
Bragdon, Joseph, 115, 175, 485,	368
Bray, George L., 260, 425, 497,	448
Bray, Isaac A., 251,	385
Bray, Nehemiah A., 230, 231,	403
Bray, Stephen P., 289,	386
Bray, Stephen P., 271,	449
Brown, Charles W., 285,	466
Brown, Frank W., 276,	456
Brown, Jacob B., 236, 285,	414
Brown, James, 18,	330
*Brown, John E., 237, 244,	
Brown, Joseph, 96, 132, 327, 496,	364
Brown, Lawrence W., 237, 310, 421, 435,	415
Brown, Moses, 14, 15, 26, 75, 485, 493, 495, 498,	325
Brown, Moses, 96, 114, 497,	363
Brown, Moses, 206, 234,	392
Buntin, Charles, 183,	382
Buntin, John, 13, 496,	324
Burnham, William I., 260,	448
Butman, Samuel,	383
Calef, John, 22, 26, 29, 498,	331
Campbell, George, 141, 160,	372
Carter, Frederick W., 255,	387
Chandler, Samuel, 73,	357
Chase, Charles A., 260,	448
Chase, Samuel, 89, 327, 485,	361
Chase, Samuel W., 225,	401
Cheever, Albert, 451,	403
Cheney, William A., 175, 276,	381

* Was not enrolled.

*Choate, Enoch, 128,	323
Choate, Joseph, 10, 21, 22,	357
Choate, Ebenezer, 73, 100,	319
Coats, David, 6, 26, 483,	376
Coffin, Abel,	381
Coffin, George, 231, 244,	375
Coffin, Hector, 163, 202, 496,	382
Coffin, Isaac S., 223,	380
Coffin, John, 175,	393
Coffin, John M., 218,	
*Coffin, Nestor, 485,	324
Coffin, William, 13, 14,	411
Coker, Charles E., 232,	454
Colby, Charles H., 273,	403
Colby, Edwin J., 232,	406
Colby, Elbridge G., 228,	432
Colby, Isaac N., 421, 429, 458,	375
Condry, Dennis, 148, 276,	333
Connor, Benjamin, 29, 35, 69, 85,	374
Cook, Charles, 142, 485, 497,	393
Cook, James, 284,	393
Cook, Henry, 210,	332
Coombs, John, 26, 176, 485, 498,	320
Coombs, William, 6, 483, 493,	399
Couch, Robert, 219,	363
Cushing, John N., 96, 117, 208, 485,	360
Dalton, Jonathan, 85, 491, 495,	373
Davenport, Charles, 141, 143,	368
Denney, John, 106,	358
Dole, Friend, 78,	368
Dole, John, 115, 485, 497,	410
Dow, Benjamin P., 230, 249,	426
Elliott, James W., 237,	366
Elliott, John, 102,	413
Emerton, Benjamin C., 223, 310,	357
Farley, Daniel, 73, 98, 491, 496,	331
Farris, William, 26, 60, 485, 493, 498,	329
Fletcher, John, 17, 485, 498,	366
Fletcher, Nathaniel, 102, 485,	368
Follansbee, Robert, 115, 170, 485,	367
Follansbee, Thomas, 102, 485, 491, 496,	366
Foster, Samuel, 102,	366
Frances, James, 100, 147, 497,	319
Friend, Henry, 6, 483,	317
Friend, William, 5, 23, 483, 497, 498,	383
Gerrish, Enoch, 212,	

* Was not enrolled.

	PAGE
Giddings, Andrew, 17, 495, 498,	328
Goodhue, Samuel, 241,	388
Goodrich, Moses, 102, 196,	366
Graves, Alexander, 206, 249,	390
Graves, Edward, 228, 270,	405
Graves, Henry M., 246,	400
Graves, William, 141, 213, 277, 278,	373
Graves, William,	384
Greenleaf, Thomas, 66,	341
Hale, Charles, 229, 236,	409
Hale, Eliphalet Emery, 232,	413
Hale, George W.,	402
Hale, Joshua, 206,	391
Hale, Moses, 10, 30, 483,	324
Hale, Nathaniel, 236,	405
Hardy, Francis D.,	383
Hardy, John C.,	377
Haskell, David, 144, 227, 497,	375
Haskell, Stephen G.,	399
Hills, Joshua, 15, 483,	328
Hodge, Charles, 96, 225, 485, 496,	363
Hodge, John Sewall, 89,	361
Hodge, Michael, 5, 91, 138, 483,	315
Holland, John, 69, 491, 495,	356
Holland, Stephen, 73, 185, 194, 485,	358
Howard, John R., 278, 310,	465
Howard, John T.,	467
Hoyt, Ebenezer, 83,	360
Hoyt, John C.,	390
Hoyt, Joseph, 232, 284,	411
Hubbard, John, 281, 283,	465
Hudson, James, 6, 10,	318
Hughes, Joseph W., 260,	448
Hunt, Samuel, 115,	368
Hunt, William H., 205,	384
Ingalls, Benjamin Pearson, 63,	340
Ingalls, Micajah, 71,	357
*Jackson, Nathaniel, 146,	
Janvrin, Frank A., 285, 311,	466
Janvrin, Joseph A., 242,	427
Jaques, Jeremiah N., 209,	384
Jenkins, George, 83, 170, 485,	359
Jenkins, Robert, 14, 15,	325
Johnson, Abel, 144,	374
Johnson, Eleazer, 6, 23, 31, 360, 483, 495, 496,	322
Johnson, Eleazer, 83, 204,	359

* Was not enrolled.

	PAGE
Johnson, Green, 117, 496,	368
Johnson, Isaac Green, 218,	390
Johnson, James, 14, 15, 26, 485, 498,	325
Johnson, Nicholas, 17, 485, 493,	329
Johnson, Samuel M.,	382
Johnson, William Pierce, 6, 483, 493, 495,	322
Jones, Oliver O., 225,	388
Jones, Oliver O., 278,	457
Jones, Thomas, 3, 5, 483,	313
Kezar, Frederick A., 271,	450
Kimball, Edmund, 78,	359
Knap, Anthony, 6, 16, 323, 360, 485, 496,	322
Knap, Anthony, 284,	379
Knap, Benjamin Felt, 51,	338
Knapp, Enoch, 59, 495,	339
Knapp, Isaac N., 214	390
Knapp, Samuel, 229,	387
Knap, William, 24, 28, 495,	331
Knight, Daniel, 290,	386
Knight, George W., 229,	409
Knight, George Warren, 260, 287,	448
Le Breton, Peter, 42,	337
Le Breton, Peter, 94, 162, 485,	362
Le Craw, David R., 229,	410
Le Craw, William, 240,	383
Livingston, Alexander, 144, 497,	374
Lufkin, Caleb, 102, 148,	366
Lufkin, David, 102, 496,	366
Lunt, Abel, 87,	360
Lunt, George, 284, 395,	378
Lunt, Jeremiah, 230, 272,	411
Lunt, Joseph, 91, 95,	362
Lunt, Henry, 55, 85, 323, 360, 485, 496,	338
Lunt, Henry W., 271, 286,	454
Lunt, Micajah, 235, 271,	377
Lunt, Micajah, 240,	402
Lunt, William H.,	393
Mackinney, Thomas, 230,	410
March, John, 71,	357
Marsh, Charles, 219, 244, 492,	399
Marshall, Henry, 295,	468
Miltimore, Andrew J., 215, 239,	394
Mitchell, William H., 139, 150, 485,	372
Moore, Frederick,	394
Morrison, Thomas, 99, 212,	365
Moulton, Jonathan, 73,	358
Mulliken, Moses J., 215, 310,	394

	PAGE
Mulliken, Samuel G. P., 234,	414
Myer, James, 91, 117, 169, 497,	362
Newell, Richard, 273,	455
Newhall, Samuel, 5, 9, 483,	314
Newman, Joseph, 6, 31, 485,	321
*Newman, Wingate, 498,	
Nichols, William, 16,	328
Nichols, William, 117, 120, 236, 485,	369
Nichols, Samuel, 139, 249, 485,	372
Nicoll, James, 11, 60, 485,	324
Norris, Caleb W., 405,	376
Nowell, Nathaniel, 13, 29, 138, 483,	324
Nowell, Nathaniel, 214,	382
Nowell, Robert, 233, 251,	414
Noyes, Amos, 280, 485,	377
Noyes, Joseph, 6, 483,	319
Noyes, Joseph, 73, 78,	357
Noyes, William, 11, 171, 483, 496,	324
*O'Brien, Benjamin, 485,	
O'Brien, John, 51, 141, 495, 498,	337
*O'Brien, Joseph, 110, 111,	
Orne, William, 91,	361
Osgood, Nathaniel S., 245, 286,	377
Page David P., 234, 272,	414
Page, Thomas C., 219, 221, 223,	399
Parsons, Jonathan, 6, 9, 485, 498,	318
Patch, Joseph, 102, 142, 228,	367
Pearl, Asa, 253, 270,	448
Pearson, Isaac Green, 22, 23, 498,	330
Pearson, Jeremiah, 6, 25, 483, 498,	323
Pearson, Robert H.,	384
Pender, Robert B.,	432
Perkins, Benjamin, 182, 183,	382
*Perkins, Joseph, 110, 111,	
Pettingell, Richard, 237, 497,	425
Picket, Richard, 144, 204, 485,	374
Pickett, William, 71,	356
Pierce, Benjamin, 91, 157,	362
Pierce, Benjamin, 232,	378
Pierce, George,	402
Pierce, Nicholas, 69, 124,	341
Pike, Edmund, 175,	380
Pike, Edmund J., 239, 273, 311,	426
Pike, Enoch, 22, 23, 31,	330
Pike, John F., 278, 311,	403
Pike, Moses, 464,	400

* Was not enrolled.

	PAGE
Pike, Moses, 278, 288,	465
Pike, Samuel Bartlett, 233, 268,	413
Pike, Samuel W.,	400
Pillsbury, Oliver D., 218,	392
Plummer, William, 199,	383
Pritchard, James K., 237, 240,	425
Pritchard, John N., 240,	427
Pritchard, Thomas, 240,	390
Raboteau, Charles C., 63,	339
Rand, Isaac, 102,	367
Rappall, George, 29, 35, 485,	333
Raynes, Edmund S., 232, 290,	412
Reed, Charles W., 271, 310,	449
Reed, William, 237, 311,	426
Roberts, Peter, 15, 495, 498,	328
Rogers, Benjamin, 5, 29, 34, 485,	314
Rogers, George L., 237, 256,	415
Rolfe, Samuel, 83, 175,	359
Ross, John T., 139, 208, 497,	372
Rowe, Joseph, 6, 21, 23, 35, 485, 495,	320
Russell, Joseph P., 152, 217,	375
Russell, William, 37, 495, 498,	333
Sevier, Joseph, 100,	365
Shoof, Henry, 285,	386
Shoof, William H., 246,	403
Simpson, John,	387
Simpson, Thomas C., 285,	387
Simpson, Paul, 102, 222, 485,	367
Small, Joseph D., 245,	431
Smith, Charles T.,	403
Smith, Thomas A., 216, 405,	376
Somerby, Abram,	402
Spaulding, George P., 253,	441
Spring, Henry M., 234,	414
Spring, John H., 269,	401
St. Barbe, Wyatt, 42,	333
Stanley, James H., 273,	455
Stanwood, Joseph, 17, 27,	328
Stevens, Charles B., 269,	401
Stevens, Paul, 78,	358
Stickney, David, 102, 120,	367
Stickney, David, 175, 208, 485,	381
Stickney, William, 11, 26, 483, 496,	324
Stocker, Ebenezer, 26, 138, 485, 493,	332
Stone, Daniel, 120, 176,	368
Stone, Giles P., 275,	379
Stone, Isaac, 91, 154, 189, 485,	362

	PAGE
Stone, Jacob, 89, 170, 485,	361
Swap, William H., 237, 287,	426
Symonds, Mark, 243,	375
Tappan, Amos, 18,	330
Tappan, Isaac G., 190,	385
Tappan, Richard, 57, 138,	339
Toppan, Abraham, 26, 29,	332
Toppan, Sewall, 63, 187, 485,	340
Taylor, Joseph J., 278, 280,	463
Thomas, Thomas, 6, 34, 36, 54, 483, 498,	320
Thomas, William, 87, 138, 145,	360
Tileston, James, 22, 485,	331
Tilton, James Frank, 311,	440
Titcomb, Benaiah, 71,	356
Titcomb, John H., 146, 222, 485, 497,	375
Titcomb, Jonathan, 94, 327, 497,	362
Titcomb, Michael, 63, 327,	339
Titcomb, William, 197,	376
Titcomb, Zebulon, 210, 485,	376
Todd, Francis B.,	381
Tracy, Thomas, 30, 40, 53,	333
Tyler, Joseph, 102, 485,	367
Tyng, Charles, 281,	382
Varina, Nicholas, 286,	401
Walton, Samuel, 231,	400
Wheelwright, Abraham, 69, 210, 485, 495,	342
White, Ambrose H., 286,	385
Wigglesworth, Edward, 3, 5, 483, 498,	317
Wiley, John, 78, 491, 495,	359
Williams, William, 142, 192,	373
Wills, John, 142, 182, 496,	373
Wills, John N., 222,	381
Wingate, Edmund, 57, 63,	339
Wood, Jeremiah P., 175,	380
Woodman, Joseph Hills, 78,	358
Woods, George L., 234, 286,	415
Wyatt, Benjamin, 66, 212, 485,	340
Wyer, William, 3, 5,	313
Young, Israel, 71, 113, 138, 485, 495,	356
Young, Jeremiah, 99, 121, 197, 485,	365
Young, Jonathan, 78, 491,	359
Young, Timothy,	386

m5

RETURN TO → CIRCULATION DEPARTMENT
202 Main Library

1	2	3
HOME USE		
4	5	6

ALL BOOKS MAY BE RECALLED AFTER 7 DAYS

1-month loans may be renewed by calling 642-3405

6-month loans may be recharged by bringing books to Circulation Desk

Renewals and recharges may be made 4 days prior to due date

DUE AS STAMPED BELOW

INTERLIBRARY LOAN MAY 26 1981 UNIV. OF CALIF., BERK.	RECEIVED BY	
	MAR 12 1982	
	CIRCULATION DEPT.	
	MAY 21 1998	
	SENT ON ILL	
INTERLIBRARY LOAN JAN 29 1982 UNIV. OF CALIF., BERK.	JAN 23 2007	
	U.C. BERKELEY	

UNIVERSITY OF CALIFORNIA, BERKELEY

FORM NO. DD6, 60m, 3/80

BERKELEY, CA 94720

©1

U. C. BERKELEY LIBRARIES



C054903115

